Transport Canada Transports Canada

TP 6980E
(6/2012)

Issue 2/2012

# Feedback

## Canadian Aviation Service Difficulty Reports

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TC-1004585

Canada

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Front cover picture
The Convair CV580 Aircraft "516", SN 22 as seen on the cover, is presently owned and operated by Kelowna Flightcraft based out of Kelowna, British Columbia. This aircraft possess a long and impressive operational history with its original delivery starting with Continental Airlines in October 1952 as a 340-35 model. It was then sold to North Central Airlines on March 1959 and converted to a CV440 model for more passenger appeal. Latter on June 1968 North Central Airlines had Pacific Aeromotive convert the aircraft to a CV580 model through the addition of Allison D13D turbine engines. Between July 1979 and April 1997 when Kelowna Flightcraft took final ownership, this aircraft changed "hands" a total of eight times.

Originally American (FAA) type certified, Kelowna Flightcraft obtained Type Certificate ownership of the Convair CV240, 340/440 on the 15th of January, 2001, with prior ownership of the STC SA93-208 for the CV5800 model or "stretch" conversion.


*Feedback* is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.



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Jérémie Laviolette, Editor
*Feedback*
Transport Canada (AARDG)
Place de Ville, Tower C
Ottawa ON K1A 0N8

E-mail: *jeremie.laviolette@tc.gc.ca*
Tel.: 613-952-4360
Fax: 613-996-9178


To view *Feedback* online or to receive it electronically please visit:
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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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# Heads Up

## Pratt & Whitney Update

Recently there have been some concerns at Pratt & Whitney regarding information getting circulated throughout the industry. While every effort is made to distribute all current information to operators and maintainers, sometimes information may be missed or not utilized correctly. Service Bulletins (SB) and Service Information Letters (SIL) are the primary means of conveying information by manufacturers. Pratt and Whitney have allowed access to their SB and SIL listing through their web site (requires a logon). (*www.pwc.ca/en/service-support/technical-publications*)

Two items that were requested to be brought to the attention of affected operators are:

- SIL # 200-050 (Automatic Low Cycle Fatigue (LCF) Counting Display). This SIL affects engine models PW206B and PW206B2 installed in some Eurocopter helicopters.
- SIL # GEN-113 pertains to PT6 1st stage carrier bolt fracture. This is an ongoing concern that was addressed previously by overhaul manual updates in 2008 and 2010 as well as service difficulty advisory 10 July 2008. All PT6 overhaul facilities will need to be aware of the procedures outlined therein.

On a final (and more generic) note we are reminded to ensure the fuel we are using is contamination free. SIL GEN-091 and SIL GEN-108 provide useful information regarding fatty acid methyl esters. Specific limits are set regarding concentration levels and procedures if levels are exceeded.

When Transport Canada needs to convey non-mandatory safety information, a Civil Aviation Safety Alert (CASA) is issued. These CASAs may be accessed at Transport Canada's web site: (*http://www.tc.gc.ca/civil-aviation-safety-alert*). These are formerly service difficulty advisories and service difficulty alerts.

BAE - UK, 3112 SERVICE DIFFICULTY REPORT (SDR) # 20110617008

## Dual Hydraulic System Failure

During flight, the aeroplane experienced a complete loss of hydraulic fluid quantity and pressure from the right-hand engine driven pump (EDP). Shortly after the flight crews' acknowledgement of the lost of hydraulic pressure, it was noted that the opposite left-hand EDP hydraulic system pressure was well below its operational limit, also disabling its function.

The crew managed to land the aeroplane despite the complete hydraulic failure. Upon maintenance investigation, it was determined that a failed non-return valve (NRV) allowed the remaining operational left-hand hydraulic pump pressure to "bleed-off" into the inoperative right-hand pump system, draining the complete system pressure.

The type design of BAE 3112 hydraulic system is such that both EDPs feed into a single hydraulic system. Therefore the two EDPs share the hydraulic demand of the complete system and provide the sufficient fluid flow and pressure to support the required operations of the aeroplane.

With this type of design, there comes the requirement to isolate the two EDPs from each other in case of a single pump failure. This is done through the installation of two NRVs downstream the pressure output of each EDP.

The NRVs are a fully mechanical check-valve style unit which simply allows hydraulic flow in a single direction. With each valve being positioned down-stream and in series with their respective EDP pressure output hydraulic line, the possibility of a reverse-flow condition that can "bleed-off" and disable an operative EDP is removed.

With the event described above, the right-hand EDP pressure output supply line ruptured, draining its fluid and pressure overboard. Coupled with the dormant failure of the associated NRV, the left-hand EDP hydraulic pressure was also lost.

Through the co-operation with BAE engineering, scheduled maintenance task TR 29/5 and TR 29/6 have been issued to check the function of the NRV downstream of each EDP.

The maintenance schedule is being amended to call up the new task at a D-check interval for low utilization aircraft, and at a 4000 flight hour interval for normal utilization aircraft.

Transport Canada Civile Aviation is advising all BAE 3112 operators, owners and maintainers of this possible dormant NRV failure condition and the newly released maintenance task TRs 29/5 and 29/6. 🛠

AERO COMMANDER 690 SERVICE DIFFICULTY REPORT (SDR) # 20100702011

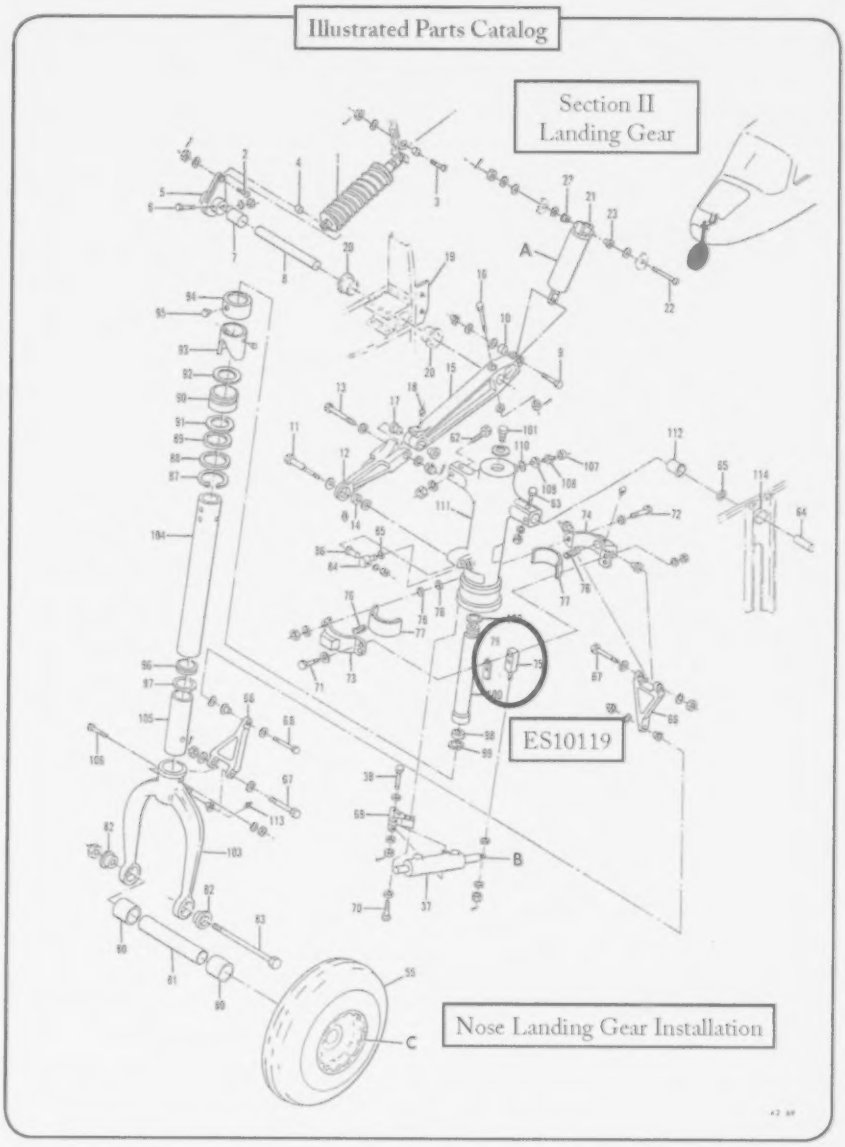
## Nose Landing Gear – Malfunction

**SDR submitted:**

On take-off roll at rotation speed, the pilot noticed a violent nose wheel shimmy. The crew retracted the landing gear and continued to climb.

Once the aeroplane had leveled off; the pilot lowered the landing gear to investigate the gears functionality. However, the nose gear would not extend nor would the nose gear indicate a "down and locked" position. The landing gear was cycled several times but the nose gear would not fully extend despite all attempts to do so. The aeroplane returned to base and conducted two fly pasts that verified that the nose gear was down, but still the nose gear did not indicate a "locked" position. Upon touchdown, the engines were feathered and the pilot held the nose gear off the runway for as long as possible to minimize any damage.

The maintenance investigation revealed that a bolt that connects to the nose wheel steering actuator to the nose gear was missing. The actuator end spacer shaft (IPC Page 2-81, Fig 2-19, Item 75) was missing. The shaft is held into the spacer with a roll pin which was found sheared and had fallen out thereby leaving the nose wheel free and uncontrolled.




***Transport Canada Comments:***

*It appears that an incorrect installation was the root cause factor in this event, which endangered the crew and occupants of this aeroplane.*

*The operator has taken the appropriate internal action to ensure that maintenance personnel strictly adhere to the manufacturers aircraft manuals.* 🛠

BAE - UK, 3112

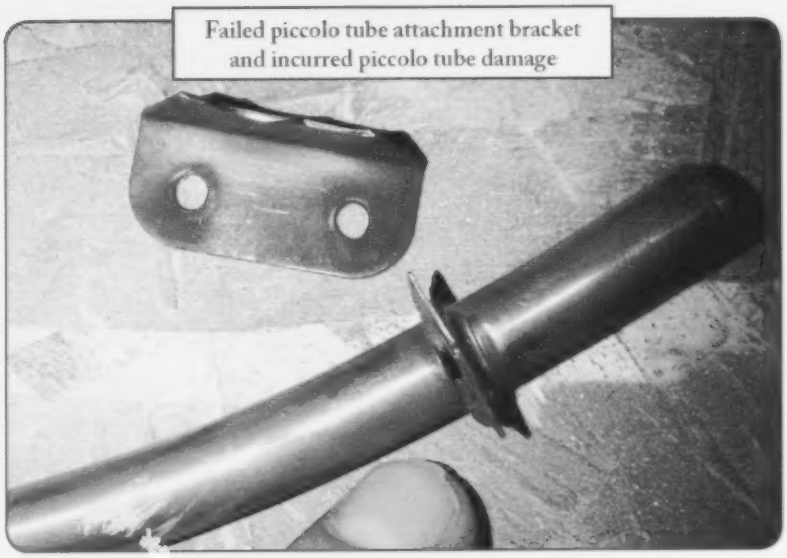
SDR # 20110921003

## Nose Cowl Piccolo Tube Damage

**SDR submitted:**

During a heavy maintenance visit, the right hand engine intake cowl was removed, where upon further inspection of the cowl; loose rivets were noticed behind the intake lip. The technician proceeded to remove the intake lip to further assess the pulled rivets. It was discovered that the attachment brackets had cracked and chaffed through the piccolo tube.

The piccolo tube and attaching brackets were replaced and the aeroplane was made serviceable.




***Transport Canada Comments:***

*Through research with the operator and BAE engineering, the cracking of the intake piccolo tube support brackets is a known issue and resulted in the release of an optional service bulletin 71-JA 930240 in 1993, which replaced the welded supports with new, flexible mounts.*

*Transport Canada Civil Aviation would like to advise all owners, operators and maintainers of the availability of this service bulletin and the importance of its embodiment.* 🛠

BEECH 1900C

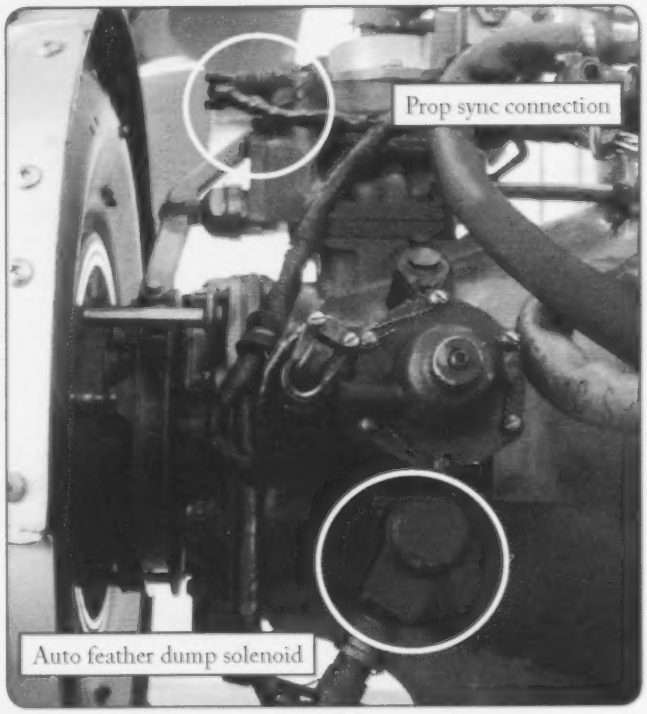
SDR # 20110505001

## Propeller Canon Plugs – Reverse Connection

**SDR submitted:**

Shortly after departure, the aeroplane experienced an uncontrolled propeller pitch change from coarse to feather. Following an uneventful landing, maintenance personnel found that the cause of the problem was that the canon plugs for the propeller synchophaser solenoid for the propeller governor and the auto-feather solenoid for the overspeed governor were found in reverse positions. These two canon plugs are within close proximity and identical in appearance, thus the mechanic must be very attentive when reconnecting these canon plugs. The Service Difficulty Report (SDR) submitter also stated that maintenance personnel had completed an engine change the previous day. It seems apparent that this is when these 2 canon plugs had been reversed. The subject aeroplane is powered with twin PT6A-65B engines and Hartzell HC-B4MP-3A propellers.

In normal operation, the propeller synchophaser sends a pulse voltage to the propeller synchophaser solenoid located on the propeller governor to ensure both propellers are at the same Revolutions per



Minute (RPM). When these canon plugs are incorrectly reversed; the propeller synchrophaser control box sends a pulse voltage to the auto feather dump solenoid causing the propeller to momentarily feather.

The submitter also stated that the incorrect connection of these canon plugs could lead to a serious in-flight problem and even more perilously, if a dual engine change was carried out simultaneously.

***Transport Canada Comments:***

*It is noteworthy that the SDR client submitted this SDR report to prevent other operators from making this mistake. However, all maintenance personnel need to be aware of the possibility of these types of errors and of the possible consequences.*

*Transport Canada Civil Aviation recommends strict adherence to Canadian Aviation Regulation (CAR) Part V - Standard 571.10 – Types of Work. Additionally, Transport Canada Airworthiness Notice C-010 publication "Inspection of Control Systems" provides necessary guidelines regarding maintenance releases.* 🛠

BEECH B200 SDR # 20110727003

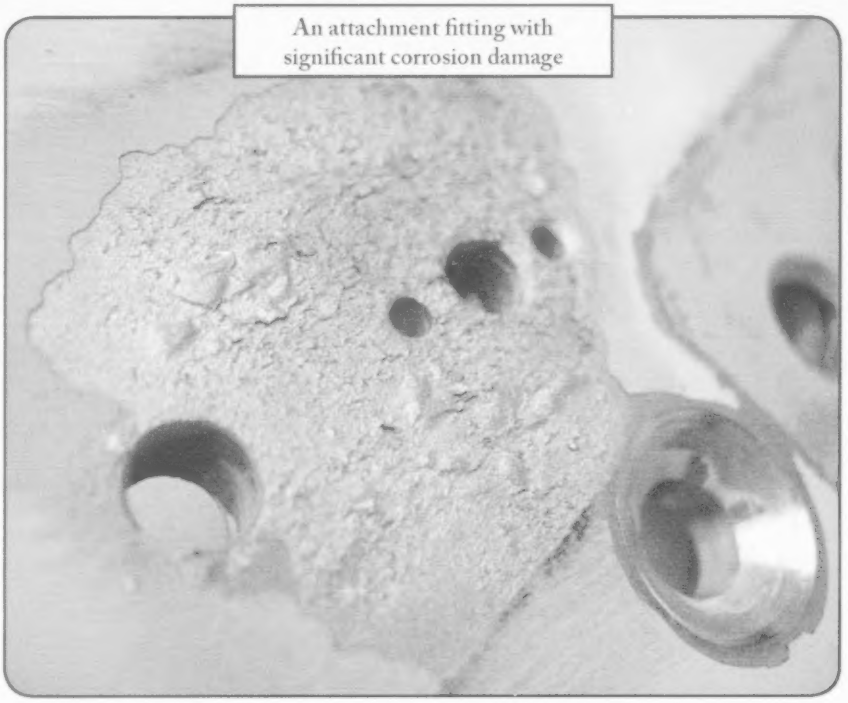
## Horizontal Stabilizer Fittings – Level III Corrosion

**SDR submitted:**

Maintenance personnel found Level III corrosion at both the upper and lower stabilizer attachment fittings.

The left-hand upper surface of the upper attachment fitting had chaffing and significant corrosion damage at the anchor nut location. Additionally, extensive corrosion damage was found at the lower fitting and at the anchor nut locations.

The same part number 101-620019-1 is used for both upper and lower attachment fittings.



An attachment fitting with significant corrosion damage

***Transport Canada Comments:***

*There are 3 basic requirements for aeroplane corrosion: 2024 material, Aluminum – Anode, and a Copper – Cathode. Basically, corrosion is a complex electro-chemical action that causes metals to be transformed back into their original states. This can lead to a severe loss of metal strength in the part or structure.*

*A previous SDR reported severe intergranular corrosion and crack fitting in this same area. Always be attentive to the early signs of corrosion such as white/gray powdery deposits and pitting/etching damage, which can eventually lead to crack development.* 🛠

BOEING, 727 227 SDR # 20110730001

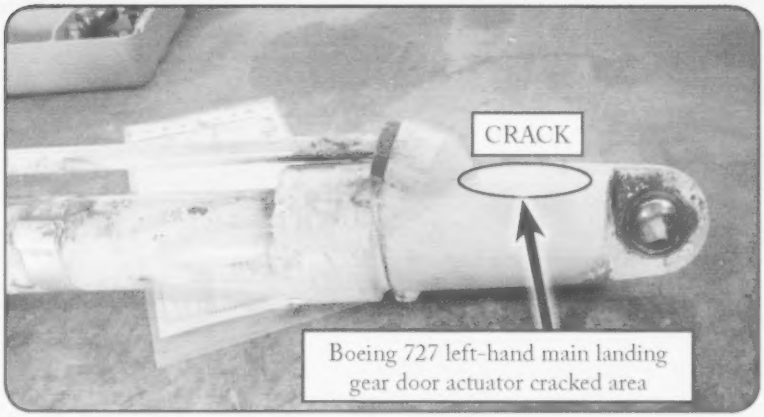
## Hydraulic Fluid Loss

**SDR submitted:**

With the aeroplane on approach, system "A" hydraulic quantity loss was observed and the aeroplane diverted to a station where maintenance was readily available.

Maintenance inspection revealed that the left hand gear door actuator was cracked, allowing the loss of the hydraulic fluid.

The actuator was replaced and the aeroplane was returned to service.



Boeing 727 left-hand main landing gear door actuator cracked area

***Transport Canada Comments:***

*It is suspected that there was prior evidence for the propagation of the crack on the door actuator through minor hydraulic fluid weeping in the area.*

*Transport Canada Civil Aviation would like to advise all owners, operators and maintainers to be adamant and thorough when trouble-shooting fluid leaks.* 🛠

BOEING, 737 81Q SDR # 20110726003

## Tire Tread Separation

**SDR submitted:**

On take-off, what was described as a bang was reported to the captain by the cabin crew. No other issues were reported by the flight crew in cruise. Upon landing it was discovered that #2 main wheel received substantial tread separation on its previous takeoff. This caused damage to the inboard flap as well as the inboard spoiler.

Both the #1 & #2 main wheels were replaced and all necessary repairs done to the flap and spoiler making the aeroplane serviceable.

Boeing 737 main tire tread failure

***Transport Canada Comments:***

*Due to the importance for the correct operation of all aeroplane tires and the seriousness of this event, through the operators internal safety management system, it was determined that the possible frequency of retread could have been the cause of failure.*

*Therefore a maximum limit of 3 retreads was put in-place for the overhaul of all main tires.*

*Transport Canada Civil Aviation would like to advise all owners, operators and maintainers of the importance of proper maintenance and inspection of aeroplane tires.* 🛠

## Hydraulic Failure

**SDR submitted:**

During take-off rotation, the #4 hydraulic pressure caution light came on. The flight engineer reported that the hydraulic fluid quantity went to zero after the gear retraction and quickly after, the airport control tower reported smoke from the #4 engine. The aeroplane returned where it performed an uneventful landing.

Upon the maintenance crew inspection, it was discovered that the relief valve manifold body portion had separated from the hydraulic module located in pylon #4.

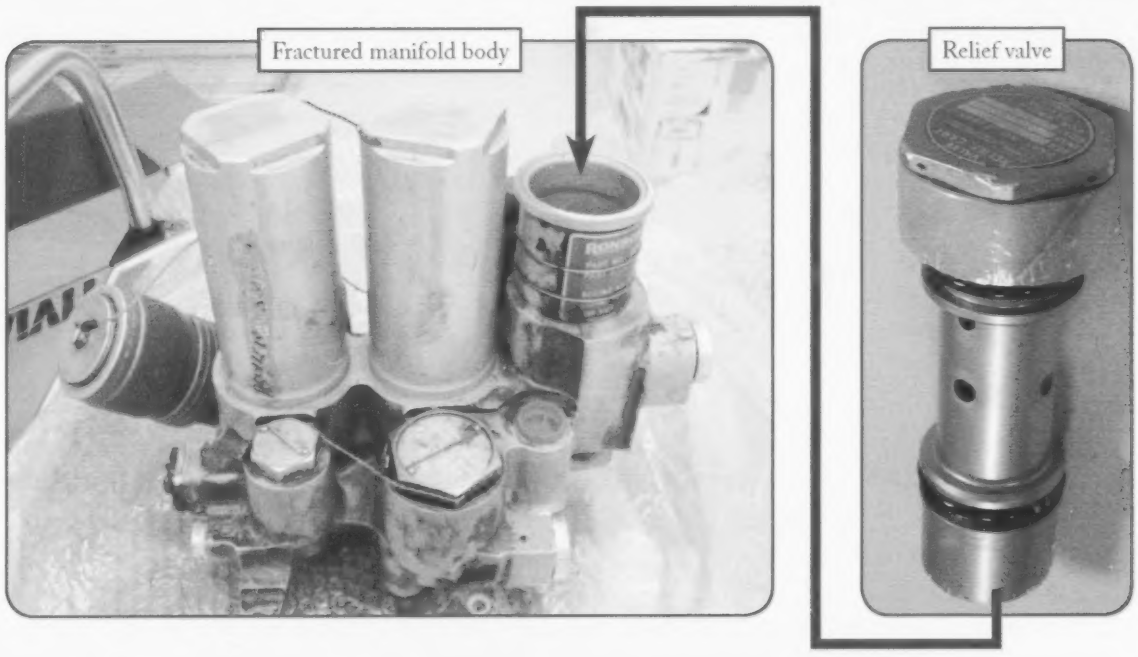
As a preventative maintenance action, all other module assemblies were inspected before next flight where no fault was found.

The failed hydraulic manifold was replaced, the hydraulic system serviced and the aeroplane was made serviceable.

***Transport Canada Comments:***

*It is suspected that the failure of the hydraulic module body was due to the possibly imposed over-torque stress of the relief valve during its last installation, causing metal fatigue.*

*Transport Canada Civil Aviation would like to advise all maintainers and AMO shop overhaul facilities of the importance to follow all Aircraft Maintenance Manual (AMM) and Component Maintenance Manual (CMM) installation torque values.* 🛠



BOMBARDIER, CL600 2B19 (RJ100) SDR # 20110708011

## Horizontal Stabilizer Attachment Corrosion

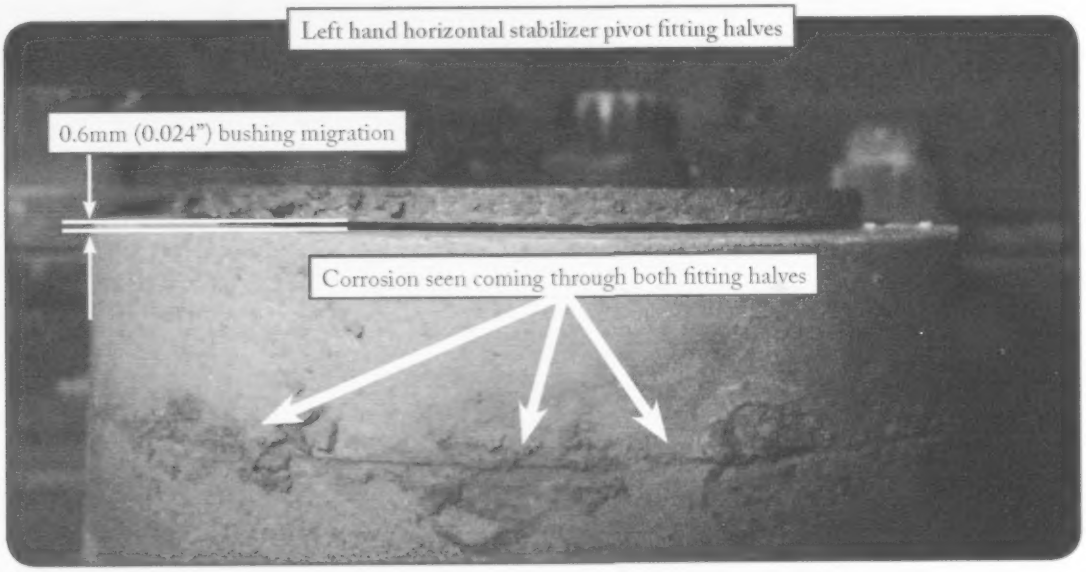
**SDR submitted:**

While completing a detailed inspection of the horizontal stabilizer pivot fittings per task 55-320-502, iron oxide colored corrosion was observed coming through the fitting halves on both the left-hand and right-hand sides. Upon further inspection, the bushing in the left-hand horizontal stabilizer pivot fitting was found migrated 0.6 millimeters (mm) (0.024 inches).

Both fittings were replaced to correct the fault.

***Transport Canada Comments:***

*The repeat inspection of these stabilizer pivot fittings is set at 48 months or every 4 years.* 🛠


Left hand horizontal stabilizer pivot fitting halves
0.6mm (0.024") bushing migration
Corrosion seen coming through both fitting halves

BOMBARDIER, CL600 2D15 (705) SDR # 20110223004

## Main Landing Gear Trunion Bushing Migration

**SDR submitted:**

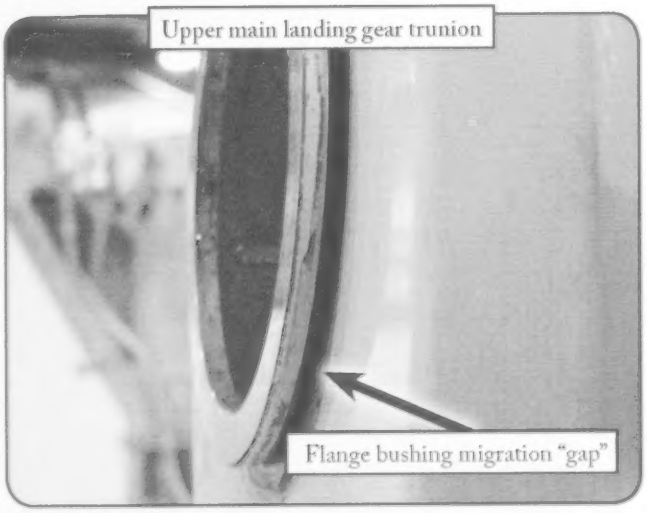
During a heavy maintenance check, the forward Main Landing Gear (MLG) trunion bushings were found to be migrated on both the left and right MLGs.

The bushings were reseated as per Goodrich Component Maintenance Manual and the aeroplane was made serviceable.

***Transport Canada Comments:***

*Transport Canada Civil Aviation is presently working with Bombardier, the Type Certificate Holder (TCH) of this aeroplane, to address this issue.*

*All operators and maintainers are asked to pay close attention to this area of the MLG trunion.* 🛠



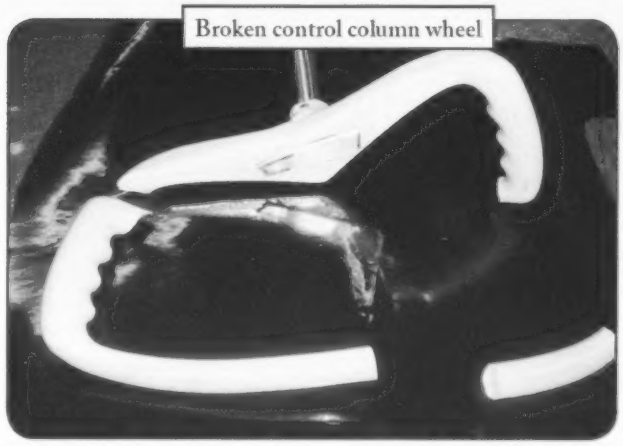
CESSNA 172E SDR # 20110817005

## Control Column Wheel - Broken

**SDR submitted:**

During stall practice with very little yoke aft pressure being applied by the co-pilot (as the pilot was already applying most of the pressure); the control column wheel fractured. Following an uneventful landing, a technician applied a small amount of force on the control column wheel and another portion of the wheel broke off. It was found that the co-pilot control column was made from plastic and had broken in the upper left and lower right corners.

Cessna Service Letter (SL) 62-44 has been superseded by SL 64-8 that calls for a "pull test" inspection and specifies that the critical area is located at the bottom left corner. The SDR submitter stated that this particular aeroplane was out of service for 8 years, thus effects of sun-soaking may have been a factor in this failure.


Broken control column wheel

***Transport Canada Comments:***

*The FAA has published a Special Airworthiness Information Bulletin (SAIB) to advise operators of Cessna 150, 172, P172, 175, 180, 182, 185, 205, 206, 336 & 337 aeroplanes of the possibility of cracks in plastic or non-metallic control wheels that were manufactured between 1960 and 1964.*

*Transport Canada Civil Aviation highly recommends compliance with Cessna SL 64-8. In particular, pay close attention to the inside upper corners of control wheels. Any control wheel that has a crack or fails the pull-test should be replaced before further flight with a metallic control-wheel.* 🛠

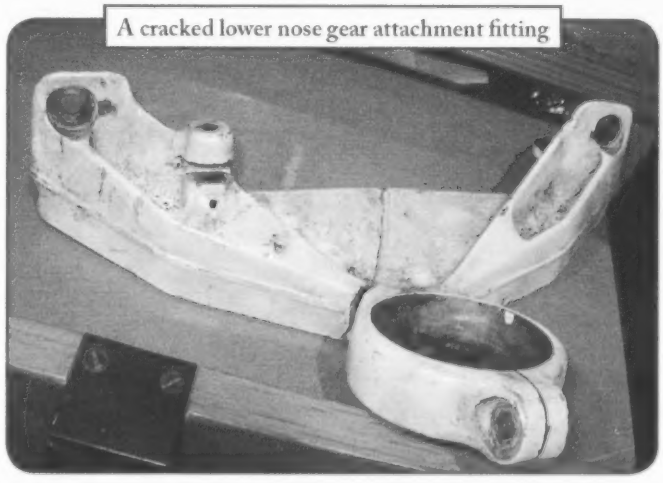
CESSNA 182 SDR # 20100928017

## Nose Gear Attachment Fitting

**SDR submitted:**

During routine inspection, the lower nose gear attachment fitting was found cracked behind the nose oleo attachment support.

This aeroplane had previously undergone a major rebuild some 150 hours ago, which included firewall, forward fuselage, nose gear upper attachment fitting and nose gear fork. It appears that the cracked fitting may not have been stripped of paint and subjected to Non-Destructive Testing (NDT) inspection at that time. The fact that the edges of the fitting are clean (no dirt or grime) supports the notion that this is a very recent fracture.


A cracked lower nose gear attachment fitting

***Transport Canada Comments:***

*The nose landing gear not only has to support the aeroplane on the ground but is also subjected to considerable stresses and shock loading during landings.*

*Owners and operators should closely examine and conduct appropriate inspection techniques. Closely inspect the landing gear area for various adverse conditions (cracks, nicks, corrosion) that can lead to stress concentrations and eventual failure.* 🛠

## Heater Motor Relay – Burnt

**SDR submitted:**

Following startup of #2 engine; smoke fumes of an electrical odor were detected in the cockpit and continued to build in intensity. The crew shutdown the engine and all aeroplane electrical power including the Direct Current (DC) battery were disconnected. After shutdown, the smoke stopped being produced. Further investigation revealed smoke markings on the right-hand fuselage outboard and above the Alternating Current (AC) panel. The panel was removed; charred relay and burnt electrical wires were found. Location of the relay panel is under the copilot's windowsill.

A maintenance investigation revealed that an incorrect 25 ampere (amp) electrical relay (part number 1A7S5001) was installed instead of the required 50 amp relay (part number AN3350-2). The circuit breaker in this system is a 60 amp breaker. Avionics personnel repaired the damaged wiring, installed the required 60 amp breaker and returned the aeroplane to service.

A third party had recently completed this heater installation during conversion to a Convair 580A airtanker. Previous aeroplane that had undergone similar conversion were successfully checked for the required 60 amp breakers.

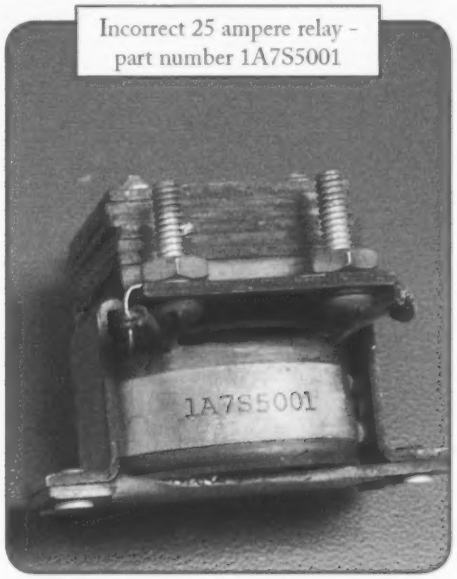
***Transport Canada Comments:***

*All too frequently, incorrect parts are still being installed on aeroplanes. In this case, an incorrect relay rated at only 25 amps instead of 60 amps resulted in a significant safety related event.*

*It was fortunate that this event did not occur during flight whereby the consequences could have been much more serious.* 🛠

Correct 50 ampere relay - part number AN3350-2

Incorrect 25 ampere relay - part number 1A7S5001



DHC 8 102 SDR # 20110712003

## Flap Ball Screw Actuator – Asymmetric Flap Extension

**SDR submitted:**

A damaged left hand flap

On approach for landing, the crew selected 35-degree flap extension; however flaps abruptly stopped at 15 degrees extension. Following an uneventful landing, the crew noticed the left inboard flap had extended asymmetrical thus causing the flap lower corner to contact and damage a fuselage composite panel. Additionally, the trailing edge of the inboard flap was also significantly damaged.

Subsequent investigation found the cause of this event was due to flap actuator screw jack failure (Time Since New (TSN): 50410, Part Cycles: 47244).

It appears the torque sensor unit would probably not have detected a differential flap torque from the primary flap drive and the secondary flap drive. This is because the primary flap drive would still be turning the worm gear inside of the failed unit, as if all was normal. In this case, even though the now worm gear was continuing to turn, it was not meshing with the now "worn" worm gear on the jackscrew itself and therefore not extending. In the meantime, the other flap jackscrew was working normally and thus extended.

***Transport Canada Comments:***

*The primary flap drive consists of torque tubes connected to the splined drive of a transfer gearbox located in each outer wing. A second splined shaft on each transfer gearbox then drives the flexible secondary drive system that provides continued flap operation in the event of a primary drive separation. The secondary drive will also prevent flap asymmetry via torque sensor unit in the event of the primary drive failure.* 🛠

LEARJET, 45 SDR # 20110713001

## Extensive Aileron Control Cable Wear

**SDR submitted:**

While doing a "1200 hour" check inspection task of the aileron control cables, extensive cable wear damaged of 40-50% was found within the fuselage run. Cable replacement was carried-out and the aeroplane was made serviceable.

***Transport Canada Comments:***

*All flight control cables are visually inspected at a 600 hour repeat interval, with a 4800 hour cable removal task for a more detailed inspection.*

*Bombardier Service bulletins SB 40-27-28 and SB 45-27-44 were released last July to address the premature flight control cable wear being found by Learjet 45 operators.* 🛠

DHC 8 102 SDR # 20110718003

## Loss of #2 Hydraulic System Fluid

**SDR submitted:**

Just after pulling away from the gate for takeoff, a complete loss of #2 hydraulic fluid occurred.

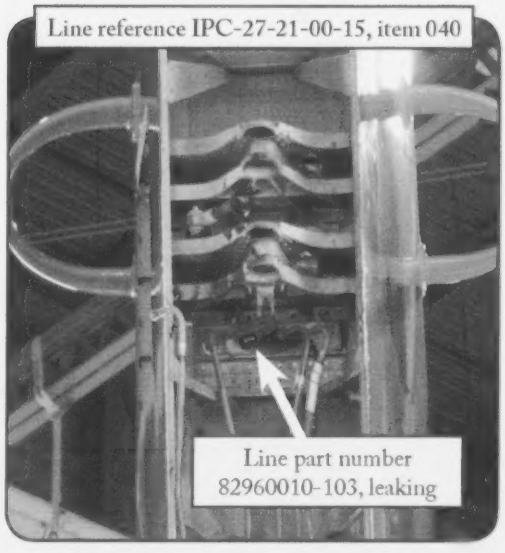
Maintenance personnel removed that rudder assembly to determine the source of the fluid leakage. It was found that the #2 system pressure tube assembly (P/N 82960010-15) had cracked at the bend radius. Additionally, in this same area, #1 hydraulic tube assembly was found significantly chafed (P/N 82960010-103).

Both hydraulic tubes were replaced, #1 and #2 Hydraulic Systems pressure checked and the aeroplane returned to service.

***Transport Canada Comments:***

*This failure is a good example of oil and hydraulic tube assembly problems that are encountered as aeroplanes age in service.*

*In particular, tube assemblies tend to fail at the bend radius and/or fail due to chafing damage from adjoining parts.* 🛠




EMBRAER, EMB 145LR SDR # 20110711013

## Wing Spar Crack

**SDR submitted:**

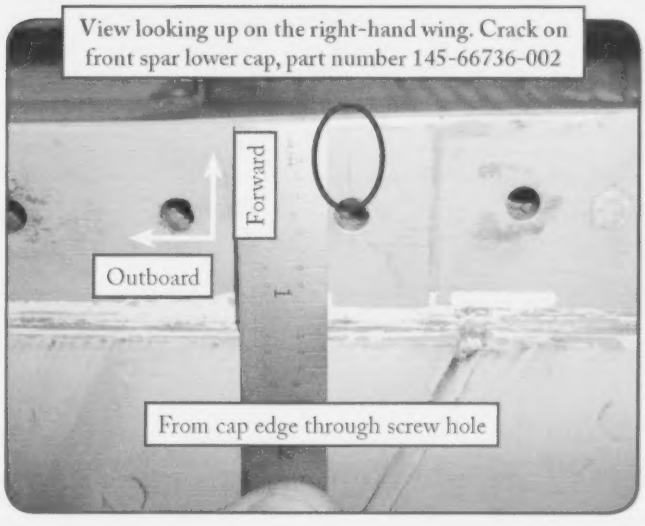
During a heavy maintenance visit while performing task card E57-22-00-220-808-2, the right-hand wing lower spar cap was found cracked at wing station 3815 (rib 9).

The crack emanated from the cap edge through a screw for a length of 2.159 centimeters (cm) (.850 inches).

The wing spar cap was repaired as per the applicable Structural Repair Manual (SRM) and the aeroplane was made serviceable.

***Transport Canada Comments:***

*Transport Canada Civil Aviation would like to advise all E145 operators and maintainers of this possible defect.* 🛠


View looking up on the right-hand wing. Crack on front spar lower cap, part number 145-66736-002
Forward
Outboard
From cap edge through screw hole

# Engines

DHC 3 SDR # 20110509010

## Unapproved Paint On Bleed Valve

**SDR submitted:**

The pilot was about to turn final westbound at 1500' when a loud bang occurred followed by engine vibration and a continuous loud humming noise. The engine seemed to have rolled back to min fuel flow. The pilot manipulated the power lever and initially got no response. The pilot closed the power lever and engaged the emergency power lever which restored engine power. The pilot was able to land safely with the engine running at normal power and able to be fully controlled. From the initial bang, all the way to shut down, there was a loud continuous humming noise.

Post-incident, the bleed valve was removed and a small quantity of metal fragments was found in the bleed valve orifice. A teardown inspection confirmed paint applied by a repair vendor as an anti corrosion coating to internal bolts in the compressor bleed valve had chipped off one bolt. The chips plugged the internal orifice causing the bleed valve to close at low power settings initiating a compressor stall.

***Transport Canada Comments:***

*This incident was traced back to one particular shop and the practice has ceased. We should all take it as a reminder that manufacturers' instructions must always be followed.* 🛠

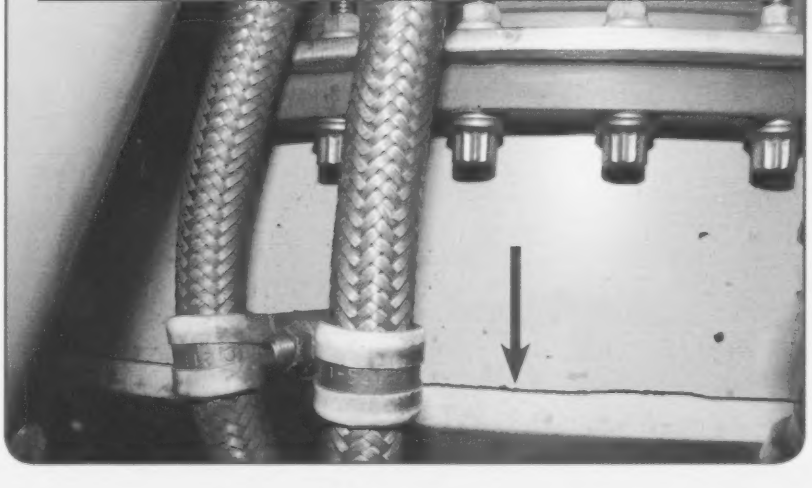
GARRETT, TPE331-11 SDR # 20110523001

## Cracked Engine Case

**SDR submitted:**

During troubleshooting of engine power issue, an 18 inch crack on the right hand side of the accessory gear case (magnesium housing), Time Since Overhaul (TSO):2119, was discovered. The crack extended approximately 180 degrees around the main diameter. This led to flexing of the engine case causing major internal rub damage to the rotating group and stationary components. The crack was found during trouble shooting of the engine running hot. The engine did not achieve target torque and was by-passing fuel at max Exhaust Gas Temperature.

The right hand side of an accessory gear housing showing an 18 inch crack



***Transport Canada Comments:***

*It is possible that a previously installed engine truss assembly may not have been shimmed according to the Aircarft Maintenance Manual. This situation could create a stress loading on the engine case contributing to the crack.* 🛠

# Equipment Airworthiness Directives (ADs)

*Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.*

*Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: www.tc.gc.ca/cawis-swimn*

| Manufacturer | AD Number | Origin | Description |
|---|---|---|---|
| Kidde-Graviner | 2012-0037 | Europe | ATA 26 Fire Protection – Hand Operated Fire Extinguisher – Modification |
| Sicma Aero Seat | 2012-0038 | Europe | ATA 25 Equipment & Furnishings – Passenger Seat Backrest Link – Inspection / Replacement |
| Lycoming Engines | 2012-03-07 | United States | Loose mixture control sleeve |
| Transport Category Airplanes | 74-08-09 | United States | ATA 25 - Equipment / Furnishing - Install lavatory placards |

# Special Airworthiness Information Bulletins (SAIB)

*A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).*

| SAIB Number | Make/Company | Subject | Issue Date |
|---|---|---|---|
| **Federal Aviation Authority - *www.faa.gov/aircraft/safety/alerts/SAIB/*** | | | |
| NM-12-11 | Boeing Company, The | Equipment/Furnishings: Buffet/Galleys | 1/10/2012 |
| SW-12-12 | Sikorsky Aircraft Corporation | Conducting Engine Failure Simulation in Helicopters with Reciprocating Engines. | 1/12/2012 |
| CE-12-13 | Eclipse Aerospace, Inc. | Ailerons | 1/24/2012 |
| CE-12-14 | Cessna Aircraft Company | Three Alternative Methods of Compliance for AD 2011-10-09 | 1/25/2012 |
| CE-11-47R1 | Goodyear Aviation Tires | Landing Gear, Tire Tube. Goodyear Aviation Tires, Flight Mate Butyl Inner Tube, 7.00-8.00-6. | 1/30/2012 |
| CE-12-15 | Cessna Aircraft Company | DC Power Distribution System - Avionics Master Switch | 1/30/2012 |
| CE-12-16 | Cessna Aircraft Company | Elevator Trim Tab Control System | 2/2/2012 |
| SW-12-10R1 | Enstrom Helicopter Corporation, The | Fuel Level Indication | 2/3/2012 |
| SW-12-17 | Eurocopter France | Autopilot System | 2/3/2012 |
| CE-12-18 | Hawker Beechcraft Corporation | Flight Controls: Elevator Control Cable Condition | 2/7/2012 |
| CE-12-19 | Cessna Aircraft Company | Fuel: Aircraft Fuel System on Cessna Model 500/501/550 Airplanes | 3/1/2012 |
| **European Aviation Safety Agency - *ad.easa.europa.eu/sib-docs/page-1*** | | | |
| 2012-01 | Eurocopter | [Corrected] AS 350 and AS 355 helicopters - Position Strobe Light Installation | 1/20/2012 |
| CE-12-13 | Eclipse Aerospace, Inc. | EA500 aeroplanes - Aileron Joints Inspection / Replacement | 1/25/2012 |
| CE-12-14 | Cessna Aeroplanes | Alternative Methods of Compliance (AMOC) for FAA AD 2011-10-09 | 1/26/2012 |
| UPN2011-20110630014 | | Propellers with Honeywell Governors Installed - Rubber Gasket part number 897722-1 | 1/30/2012 |
| CE-11-47R1 | Goodyear Aviation Tires | Butyl Rubber Inner Tube Failure | 1/31/2012 |
| CE-12-15 | Cessna | 172R/S, (T)182T and (T)206H Aeroplanes with Garmin G1000 Avionics - Master Switch Failure | 2/1/2012 |
| CE-12-16 | Cessna | 510 Aeroplanes - Elevator Trim Tab Control System | 2/3/2012 |
| NM-12-11 | B/E Aerospace (UK) | [Correction] G4B galleys on Boeing 737 aeroplanes - Possible Latch Failure on Galley Cabinets | 2/8/2012 |
| CE-12-18 | Hawker Beechcraft | 33, 35 and 36 Bonanza series Aeroplanes - Elevator Control Cable Condition | 2/10/2012 |
| SW-12-10R1 | Enstrom | 280, F-28 series Helicopters - Fuel Level Indication | 2/10/2012 |
| FA 02_2012 | Embraer | EMB-500 Aeroplanes - Static Port Heating System - Operational Checks | 2/14/2012 |
| CE-12-19 | Cessna | 500, 501 and 550 Aeroplanes - modified by Sierra Industries STC SA80RM or SA152RM | 3/2/2012 |
| 2012-03 | Antonov | An-26 Aeroplanes - Changes to Type Design, Airworthiness Limitations and Repairs | 3/7/2012 |
| HQ-12-07R1 | Avox Systems, Inc. | First Aid Kits - Contaminated Iodine Wipes | 3/12/2012 |
| 2012-04 | | L'Hotellier Ball and Swivel Joints Quick Connectors - Positive Check of Control Surfaces | 3/15/2012 |
| NM-12-20 | Carleton Technologies Inc. | [Correction] Oxygen System Cylinder- and Valve Assemblies | 3/20/2012 |
| 2012-05 | Piaggio | P.180 Aeroplanes - Water Freezing in Pitot Lines | 3/22/2012 |
| 2012-06 | Defective Standard Hardware | MS21042, NAS1291 and LN9338 Self-Locking Nuts, and NAS626 Bolts | 3/22/2012 |
| SW-12-23 | Sikorsky | S-92A Helicopters - Fuselage Cabin Structure Inspection | 4/2/2012 |

# Service Difficulty Reports (SDRs)

*LEGEND*

JASC: Joint Aircraft System Code number defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific
PNR = Prairie and Northern
ONT = Ontario
QUE = Quebec
ATL = Atlantic
NCR = Ottawa (Headquarters)
VAR = Various

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| **AIRCRAFT** | | | | | | |
| *AEROSPATIALE* | | | | | | |
| AS 350B | 5597 | VERTICAL STABILIZER | 350A0855061101 | UNSERVICEABLE | 20120207003 | QUE |
| AS 350B | 6220 | ROD SPRING | 350A57149000 | UNSERVICEABLE | 20120116005 | QUE |
| AS 350B2 | 5430 | FORWARD BELLY PANEL | 350A21002400A1 | SERVICEABLE | 20120213008 | PAC |
| AS 350B2 | 7321 | BELLCRANK | 350A27145202 | WORN | 20120202001 | QUE |
| AS 350B3 | 6520 | FLANGE TAIL ROTOR GEARBOX CONNECTION | 350A33105620 | LOOSE | 20120221013 | PAC |
| AS 350B3 | 6597 | LINK ASSEMBLY | 355A57225801 | SERVICEABLE | 20120127006 | QUE |
| AS 350BA | 6730 | MAIN SERVO-CONTROL | SC50811 | LEAKING | 20120314004 | QUE |
| AS 350D | 2571 | BATTERY | RG355 | OLD | 20120223008 | PNR |
| AS 350D | 2810 | PLUG | 350A77121321 | USED | 20120223007 | PNR |
| AS 350D | 2911 | ACCUMULATOR | 704A34240015 | IN SERVICE | 20120122001 | PNR |
| ATR 42 300 | 0 | EXTRUSION | S57110541200 | CHAFFED | 20120321011 | PNR |
| ATR 42 300 | 2150 | GROUND COOLING FAN | EVAC2423H | OVERHEATED | 20120125008 | PNR |
| ATR 42 300 | 5620 | CABIN WINDOW | NP15880410 | CRACKED | 20120315002 | ONT |
| ATR 42 300 | 7600 | TELEFLEX CABLE | 4297515 | WORN | 20120112008 | PNR |
| *AGUSTA* | | | | | | |
| AW139 | 5313 | LEFT HAND UPPER LONGERON ASSEMBLY | 3P5340A42431 | CRACKED | 20120123012 | PAC |
| AW139 | 6220 | ELASTOMERIC BEARING | 3G6220V00154 | SHEARED | 20120123011 | PAC |
| AW139 | 6700 | CLAMP | | MISPLACED | 20120227004 | ONT |
| AW139 | 7800 | EXHAUST NOZZLE | 3G7800L00632 | BUCKLING | 20120306002 | PAC |
| *AIR TRACTOR* | | | | | | |
| AT 802 | 5753 | RIB | | BROKEN | 20120104004 | PAC |
| AT 802A | 5311 | GUSSET | SK2697 | CRACKED | 20120227009 | PAC |
| *AIRBUS* | | | | | | |
| A310 304 | 2761 | SPOILER | 339402100 | CRACKED | 20120224006 | QUE |
| A310 308 | 2721 | RUDDER/AILERON TRIM | 359301001 | BURNED | 20120224005 | QUE |
| A319 114 | 2910 | YAW DAMPER | SC47003 | LEAKING | 20120224001 | QUE |
| A319 114 | 3230 | MAIN LANDING GEAR DOOR BYPASS VALVE | 114087008 | LEAKING | 20120117001 | QUE |
| A319 114 | 5610 | RIGHT HAND AFT SIDE WINDOW | NP1653134 | SHATTERED | 20120119007 | QUE |
| A320 211 | 2100 | FLOW CONTROL VALVE | 751A000007 | FAILED | 20120109004 | QUE |
| A320 211 | 2540 | WATER HEATER | | SHORTED | 20120119006 | QUE |
| A320 211 | 2730 | ELEVATOR SERVO CONTROL | 31075440 | FAILED | 20120103011 | QUE |
| A320 211 | 2910 | CHECK VALVE | | FAILED | 20120301001 | QUE |
| A320 211 | 520 | NO PARTS | | ELECTRICAL SMELL | 20120124006 | QUE |
| A320 211 | 5610 | LEFT HAND FIXED WINDOW | | CRACKED | 20120125003 | QUE |
| A320 211 | 5610 | LEFT HAND WINDSHIELD | 66642870 | SHATTERED | 20120119002 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| A320 211 | 5610 | WINDOW | NP1653111 | CRACKED | 20120312028 | QUE |
| A320 214 | 3244 | MAIN WHEEL | | FAILED | 20120202007 | QUE |
| A320 214 | 5610 | WINDSHIELD | NP1653115 | CRACKED | 20120103009 | QUE |
| A321 211 | 2160 | TRIM AIR VALVE | 1320A000001 | FAILED | 20120301004 | QUE |
| A321 211 | 520 | MAIN WHEEL | | SMOKE | 20120315003 | QUE |
| A321 211 | 5610 | WINDSHIELD | NP1653115 | SHATTERED | 20120109003 | QUE |
| A330 243 | 2910 | FITTING | | LOOSE | 20120111009 | QUE |
| A330 243 | 5297 | DOOR HARNESS | | CHAFFED | 20120308003 | QUE |
| A330 243 | 2530 | OVEN CONTROLLER | 8201574300 | FAILED | 20120103010 | QUE |
| A330 243 | 3242 | SERVO VALVE BRAKE | | FAILED | 20120119008 | QUE |
| *BAE - UK* | | | | | | |
| 3112 | 5610 | WINDSHIELD | 1379628C401 | ARCHING | 20120109005 | QUE |
| *BEECH* | | | | | | |
| 1900C | 0 | OIL COOLER | 1143890005 | OVERHAULED | 20120125006 | PNR |
| 1900C | 2100 | COMPRESSOR HOUSING | 7691272 | CRACKED | 20120221002 | QUE |
| 1900C | 3210 | MAIN LANDING GEAR RELAY | MS24171D1 | DAMAGED | 20120103021 | PAC |
| 1900C | 7921 | OIL COOLER | 1143890005 | OVERHAULED | 20120222008 | PNR |
| 1900D | 0 | BLEED AIR HOSE | 12991003315 | CRACKED | 20120321002 | ONT |
| 1900D | 0 | TERMINAL | 3616036154 | LOOSE | 20120319012 | PNR |
| 1900D | 5210 | BRACKET ASSEMBLY | 12936402421 | BENT | 20120206001 | PNR |
| 1900D | 5210 | SWITCH | MS250081 | OUT OF ADJUSTEMENT | 20120309003 | PNR |
| 200 | 0 | CLEVIS FITTING | AD179990038 | BROKEN | 20120314005 | PNR |
| A100 | 2100 | RATE CONTROLLER | 10246426 | USED | 20120123008 | PNR |
| A100 | 3244 | TIRE | 283353 | WORN | 20120312026 | ONT |
| B100 | 5520 | ELEVATOR | | CRACKED | 20120210002 | QUE |
| B200 | 0 | BEARING | BC56985 | WORN | 20120309005 | PNR |
| B200 | 3020 | ACTUATOR LINEAR | 11438903923 | INOPERABLE | 20120222007 | ONT |
| B200 | 3220 | NOSE LANDING GEAR DOOR HINGE | | CRACKED | 20120106007 | PNR |
| B200 | 5753 | BEARING | BC56985 | FAILED | 20120307004 | PNR |
| B200 | 7540 | BLEED AIR SWITCH | 903800023 | INTERNAL FAILURE | 20120125017 | PNR |
| B300 | 5511 | REAR UPPER SPAR CAP | 10162001443 | UNSERVICEABLE | 20120119004 | PNR |
| B300 | 5753 | ASSYMETERIC SWITCH | 101521054607 | SERVICEABLE | 20120206002 | PNR |
| C90 | 5210 | LATCH UPPER AFT ROD | 5043001611 | CRACKED | 20120127007 | QUE |
| C90 | 5210 | ROD UPPER AFT | 5043001611 | NEW | 20120127008 | QUE |
| *BELL TEXTRON - CA* | | | | | | |
| 206B | 2562 | EMERGENCY LOCATOR TRANSMITTER | S182250202 | CRACKED | 20120305006 | PNR |
| 206B | 6210 | MAIN ROTOR BLADE | 206010200139 | NEW | 20120113009 | PAC |
| 206B | 6320 | TRANSMISSION | 206040002 | LEAKING | 20120229002 | PNR |
| 206B | 6730 | SERVO ACTUATOR | 41103650009 | STICKY | 20120104001 | PNR |
| 206B | 7500 | BLOWER | 27D39 | FAILED | 20120229001 | PNR |
| 206L 4 | 6510 | OUTPUT SHAFT SEAL | 406340105101 | LEAKING | 20120109011 | PNR |
| 407 | 6320 | NUT | 204040131001 | WORN | 20120120006 | PAC |
| 412cf | 6797 | ATTITUDE TRIM SWITCH | MS277084 | INTERMITTENT | 20120213007 | PNR |
| 427 | 5313 | LONGERON | 427030602121 | CRACKED | 20120222001 | QUE |
| 429 | 5302 | BOLT | MS2125006017 | CRACKED | 20120221003 | QUE |
| 429 | 6730 | MANIFOLD | 41014527002 | POSSIBLE BURRS | 20120206009 | QUE |
| 429 | 6730 | MANIFOLD | 41014527002 | POSSIBLE BURRS | 20120206010 | QUE |
| *BELL TEXTRON - USA* | | | | | | |
| 205A 1 | 5302 | CAP | 205030207005 | FRACTURED | 20120223006 | PAC |
| 205A 1 | 6230 | SWASHPLATE GIMBAL RING | 204010404001 | UNSERVICEABLE | 20120116003 | QUE |
| 212 | 5610 | POP OUT WINDOW | | MISSING | 20120227012 | PAC |
| 212 | 5610 | POP OUT WINDOW | | MISSING | 20120227018 | PAC |
| 212 | 6210 | MAIN ROTOR BLADE | 212015501115 | CRACKED | 20120123004 | PAC |
| 212 | 6320 | LIFT LINK | 212030104101 | UNSERVICEABLE | 20120217001 | QUE |
| 212 | 6320 | RING GEAR | 205040231009 | CRACKED | 20120119012 | PAC |
| 212 | 6320 | SUPPORT CASE LUG | 212040054105 | CRACKED | 20120105011 | PAC |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| *BOEING* | | | | | | |
| 727 227 | 5270 | SWITCH | 21EN96 | MISADJUSTED | 20120119013 | PAC |
| 727 243 | 3244 | MAIN WHEELS | | FAILED | 20120125020 | PAC |
| 727 243 | 5610 | WINDOW | L5 | SHATTERED | 20120116013 | PAC |
| 737 275C | 2742 | STAB TRIM ACTUATOR | 654997010 | SEIZED | 20120118009 | PNR |
| 737 400 | 520 | BOLT | NAS110536 | INSTALLED INCORRECTLY | 20120206012 | PAC |
| 737 4B3 | 3234 | SOLENOID | A42006028305 | FAILED | 20120301013 | PAC |
| 737 6CT | 3260 | MIRCO SWITCH | MS250114 | UNSERVICEABLE | 20120120001 | PNR |
| 737 7CT | 2520 | LIVE TV SEAT ELECTRONIC BOX | 3042865102 | UNSERVICEABLE | 20120116006 | PNR |
| 737 7CT | 2750 | ALTERNATE ELECTRIC MOTOR | 4221T1003 | UNSERVICEABLE | 20120227008 | PNR |
| 737 7CT | 2751 | FLAP POSITION TRANSMITTER | 18173810 | UNSERVICEABLE | 20120227006 | PNR |
| 737 7CT | 2797 | CONNECTOR D02932 | BACC63CB1415SN | CONTAMINATED | 20120215005 | PNR |
| 737 7CT | 2824 | FUEL SYSTEM MODULE | 233A32025 | FAILED | 20120228013 | PNR |
| 737 7CT | 3030 | WINDOW/PITOT HEATER | 0851HT1 | FAILED | 20120116009 | PNR |
| 737 7CT | 3241 | TIRE | 26123012 | FAILED | 20120131001 | PNR |
| 737 7CT | 5610 | CURLY CORD | ABC57021 | FAILED | 20120130012 | PNR |
| 737 8CT | 2750 | FLAP SYSTEM | | LOCK-OUT | 20120227011 | PNR |
| 737 8CT | 2751 | FLAP POSITION INDICATOR | 2061151 | UNSERVICEABLE | 20120227010 | PNR |
| 737 8FH | 0 | PARK BRAKE VALVE | EM91795 | UNSERVICEABLE | 20120322002 | ATL |
| 737 8K5 | 3210 | PIN | 161A23251 | SHEARED | 20120305001 | ATL |
| 757 25F | 3232 | HYDRAULIC LINE | 271N61191 | LEAKING | 20120314006 | ATL |
| 757 25F | 3246 | BOLT | BACB30MT826 | BROKEN | 20120313004 | ATL |
| 757 25F | 3320 | BALLAST | 61482 | OVERHEATED | 20120228016 | ATL |
| 757 28A | 2910 | PRESS RETURN LINE | 271N63111151 | CRACKED | 20120222006 | ATL |
| 757 28A | 3297 | CONDUIT | 287N610233 | TOO SHORT | 20120126011 | ATL |
| 757 2G5 | 2731 | BEARING | BACB10AD12K | FAILED | 20120316007 | ATL |
| 767 333 | 3600 | HIGH PRESSURE SHUT OFF VALVE WIRING | | LOOSE CONNECTOR | 20120214002 | QUE |
| 767 375 | 2597 | WIRE | | DAMAGED | 20120110002 | QUE |
| 767 375 | 3010 | ANTI-ICING DUCT | 218T111212 | RUPTURED | 20120312014 | QUE |
| 777 233LR | 3246 | MAIN TIRE | | TREAD LOSS | 20120103004 | QUE |
| *BOMBARDIER* | | | | | | |
| BD 100 1A10 | 2720 | BRUSH SEAL ASSEMBLY | 1002720076 | MISALIGNED | 20120301002 | QUE |
| BD 100 1A10 | 2750 | CONTROL BOARD | 2257A000003 | FAILED | 20120201002 | QUE |
| BD 100 1A10 | 2760 | SPOILER ELECTRONIC CONTROL UNIT SYSTEM | | INTERMITTANT | 20120123003 | QUE |
| BD 100 1A10 | 3242 | BRAKE ASSEMBLY | 216622 | FROZEN | 20120216004 | QUE |
| BD 100 1A10 | 3251 | STEERING MANIFOLD | 40750101 | FAILED | 20120208005 | QUE |
| BD 100 1A10 | 3260 | PROXIMITY SENSOR ELECTRONIC UNIT | 302270402 | NEW | 20120113005 | QUE |
| BD 100 1A10 | 4940 | AUXILIARY POWER UNIT | 36150BD | FAILED | 20120215006 | QUE |
| BD 700 1A10 | 0 | WATER LEVEL SENSOR | 2F7851NSN | SHORTED | 20120319005 | QUE |
| BD 700 1A11 | 3244 | TIRES | | BLOWN-OUT | 20120123002 | QUE |
| CL600 2B19 (RJ100) | 2100 | DUAL HEAT EXCHANGER | 7533559 | FAILED | 20120307007 | QUE |
| CL600 2B19 (RJ100) | 2121 | GALLEY FAN | | FAILED | 20120118005 | QUE |
| CL600 2B19 (RJ100) | 2200 | FLAP POSITION SENSOR | 601R930303 | FAILED | 20120209004 | QUE |
| CL600 2B19 (RJ100) | 2400 | GENERATOR CONTROL UNIT | 720846D | FAILED | 20120308001 | ATL |
| CL600 2B19 (RJ100) | 2420 | AIR DRIVEN GENERATOR | TBD | DEPLOYED | 20120209007 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| CL600 2B19 (RJ100) | 2610 | ELEMENT HIGH TEMPERATURE SENSING | 244872203615 | BROKEN | 20120312012 | QUE |
| CL600 2B19 (RJ100) | 2730 | MOUNT ELEVATOR SERVO | 8220260001 | FROZEN | 20120103019 | QUE |
| CL600 2B19 (RJ100) | 2731 | ELEVATOR SERVO | 6225027001 | FROZEN | 20120109010 | ATL |
| CL600 2B19 (RJ100) | 2750 | BRAKE AND POSITION SENSING UNIT | 855D10013 | FAILED | 20120131004 | QUE |
| CL600 2B19 (RJ100) | 2750 | FLAP ELECTRONIC CONTROL UNIT | 860D10018 | FAILED | 20120203001 | QUE |
| CL600 2B19 (RJ100) | 2750 | FLAP ELECTRONIC CONTROL UNIT | 860D10018 | FAILED | 20120216005 | QUE |
| CL600 2B19 (RJ100) | 2750 | FLAP ELECTRONIC CONTROL UNIT | 860D10018 | FAILED | 20120217002 | QUE |
| CL600 2B19 (RJ100) | 2750 | FLAP ACTUATOR | 854D10024 | FAILED | 20120131002 | QUE |
| CL600 2B19 (RJ100) | 2750 | FLAPS | | FAILED | 20120103012 | QUE |
| CL600 2B19 (RJ100) | 2750 | MOTOR BRAKE UNIT | 5332D1007 | FAILED | 20120216006 | QUE |
| CL600 2B19 (RJ100) | 2750 | POWER DRIVE UNIT | 865D1007 | FAILED | 20120131005 | QUE |
| CL600 2B19 (RJ100) | 2751 | BRAKE AND POSITION SENSING UNIT | 855D10013 | FAILED | 20120207007 | QUE |
| CL600 2B19 (RJ100) | 2752 | RIGHT HAND OUT BOARD FLAPS ACTUATORS | 853D10024 | FAILED | 20120221004 | QUE |
| CL600 2B19 (RJ100) | 2910 | ENGINE DRIVEN PUMP | 848847 | FAILED | 20120126009 | QUE |
| CL600 2B19 (RJ100) | 2910 | PUMP | AE4096G0060000 | LEAKING | 20120104009 | QUE |
| CL600 2B19 (RJ100) | 2921 | ACCUMULATOR | 601R751383 | FAILED | 20120203003 | QUE |
| CL600 2B19 (RJ100) | 3230 | NOSE LANDING GEAR SELECTOR VALVE | 601R75206 | FAILED | 20120312015 | QUE |
| CL600 2B19 (RJ100) | 3230 | SOLENOID SELECTOR VALVE | 750006000 | FAILED | 20120214003 | QUE |
| CL600 2B19 (RJ100) | 3234 | LANDING GEAR SELECTOR | | LOOSE CONNECTOR | 20120103002 | QUE |
| CL600 2B19 (RJ100) | 3244 | TIRE | 299K631 | SEPARATED | 20120321007 | QUE |
| CL600 2B19 (RJ100) | 3320 | LIGHT FIXTUR | BCI0065003 | SHORTED | 20120208006 | ATL |
| CL600 2B19 (RJ100) | 3411 | PITOT DRAIN | 50034001 | BROKEN | 20120118010 | ATL |
| CL600 2B19 (RJ100) | 4900 | AUXILIARY POWER UNIT | 38004883 | OVERHEATED | 20120103018 | QUE |
| CL600 2B19 (RJ100) | 520 | OVERALL | | ERROR | 20120116007 | QUE |
| CL600 2B19 (RJ100) | 5210 | SHAFT GUIDE | CC670319831 | SHEARED | 20120105009 | ATL |
| CL600 2B19 (RJ100) | 5297 | SENSOR PROXIMITY | 840534 | FRAYED | 20120207004 | ATL |
| CL600 2B19 (RJ100) | 5312 | PRESSURE BULKHEAD | | CRACKED | 20120217004 | QUE |
| CL600 2B19 (RJ100) | 5330 | DOOR SKIN LANDING | 600330529 | CRACKED | 20120131009 | ATL |
| CL600 2B19 (RJ100) | 5350 | FAIRING | 601R3103612 | DISLODGED | 20120103008 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| CL600 2B19 (RJ100) | 5610 | LEFT HAND WINDSHIELD | NP13932187225 | SHATTERED | 20120103003 | QUE |
| CL600 2B19 (RJ100) | 5720 | ANGLE | 601R1001113 | CRACKED | 20120309001 | ATL |
| CL600 2B19 (RJ100) | 5720 | ANGLE | 601R1001113 | CRACKED | 20120309004 | ATL |
| CL600 2B19 (RJ100) | 5720 | ANGLE | 601R100111314 | CRACKED | 20120112001 | ATL |
| CL600 2B19 (RJ100) | 5751 | FITTING | CC6701301310 | WORN | 20120112003 | ATL |
| CL600 2B19 (RJ100) | 7600 | CONTROL CABLE ASSEMBLY | 1603730007 | FAILED | 20120106001 | QUE |
| CL600 2B19 (RJ440) | 3251 | NOSE WHEEL STEERING TORQUE LINKS | | DISCONNECTED | 20120126005 | QUE |
| CL600 2B19 (RJ440) | 4990 | AUXILIARY POWER UNIT OIL LINE | 38004883 | NOT ATTACHED | 20120126008 | QUE |
| CL600 2B19 (RJ440) | 520 | NO PARTS | | SMOKE | 20120126007 | QUE |
| CL600 2C10 (RJ700) | 2710 | AILERON SYSTEM | | JAMMED | 20120315001 | QUE |
| CL600 2C10 (RJ700) | 2720 | YAW DAMPER | 6229968001 | FAILED | 20120206011 | QUE |
| CL600 2C10 (RJ700) | 3010 | TEMPERATURE SENSOR | GG670800137 | FAILED | 20120126010 | QUE |
| CL600 2C10 (RJ700) | 3150 | DATA CONCENTRATOR UNIT | 8221310105 | FAILED | 20120229003 | QUE |
| CL600 2C10 (RJ700) | 3230 | GEAR SELECTOR VALVE | 2322H000004 | FAILED | 20120124004 | QUE |
| CL600 2C10 (RJ700) | 3297 | HARNESS | 4910315 | FAILED | 20120131006 | QUE |
| CL600 2C10 (RJ700) | 5610 | LEFT HAND SIDE WINDOW | NP13932211 | CRACKED | 20120103005 | QUE |
| CL600 2C10 (RJ700) | 5610 | RIGHT HAND SIDE WINDOW | NP13932212 | SHATTERED | 20120109002 | QUE |
| CL600 2C10 (RJ700) | 5610 | LEFT HAND WINDSHIELD | 601R3303317 | CRACKED | 20120103007 | QUE |
| CL600 2D15 (705) | 2121 | GALLEY HEATER | GG670950315 | FAILED | 20120113004 | ATL |
| CL600 2D15 (705) | 2121 | RECIRCULATION FAN | GG670950227 | FAILED | 20120113002 | ATL |
| CL600 2D15 (705) | 2215 | AILERON SYSTEM | | JAMMED | 20120314003 | ATL |
| CL600 2D15 (705) | 2530 | HEATER ASSEMBLY | GG670950315 | SHIFTED | 20120130003 | ATL |
| CL600 2D15 (705) | 3097 | SPIRAL CORD ELECTRICAL | CC670129995 | CHAFED | 20120302001 | ATL |
| CL600 2D15 (705) | 4990 | OIL FILTER | WE38817671 | COLLAPSED | 20120103001 | ATL |
| CL600 2D15 (705) | 5741 | LINK | SH67035639 | CRACKED | 20120126012 | ATL |
| CL600 2D15 (705) | 5797 | SPIRAL CORD ELECTRICAL | CC670129995 | CHAFED | 20120217005 | ATL |
| CL600 2D24 (RJ900) | 2211 | FLIGHT CONTROL COMPUTER | | FAILED | 20120103020 | QUE |
| CL600 2D24 (RJ900) | 2215 | ELEVATOR SERVO | | FAILED | 20120126004 | QUE |
| CL600 2D24 (RJ900) | 2750 | FLAPS SYSTEM | | FAILED | 20120118006 | QUE |
| CL600 2D24 (RJ900) | 3240 | ANTI-SKID CONTROL UNIT | 90004433 | FAILED | 20120306003 | QUE |
| CL600 2D24 (RJ900) | 3246 | TIRE | | SHREDDED | 20120312019 | QUE |
| CL600 2D24 (RJ900) | 3418 | STALL WARNING SYSTEM | | FAILED | 20120111007 | QUE |
| CL600 2D24 (RJ900) | 3610 | CROSSOVER DUCT ASSEMBLY | GG670803011 | RUPTURED | 20120312017 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| CL600 2D24 (RJ900) | 5610 | RIGHT HAND SIDE WINDOW | NP1393222 | SHATTERED | 20120103006 | QUE |
| CL600 2D24 (RJ900) | 5610 | WINDSHIELD | | ARCHING | 20120131007 | QUE |
| CL600 2D24 (RJ900) | 5610 | WINDSHIELD | NP139321 | SHATTERED | 20120203002 | QUE |
| *CANADAIR* | | | | | | |
| CL215 6B11(CL415) | 2197 | POWER CABLE | JBS261 | MELTED | 20120119001 | QUE |
| CL215 6B11(CL415) | 2510 | HANDLE ASSEMBLY WATER DUMP | | BROKEN | 20120229005 | QUE |
| CL600 2A12(601) | 5610 | COCKPIT SIDE WINDOW | 6003303027 | CRACKED | 20120127001 | QUE |
| CL600 2B16(604) | 2750 | FLAP POWER DRIVE UNIT | 6009300071 | NEW | 20120111003 | QUE |
| CL600 2B16(604) | 2910 | ENGINE DRIVEN PUMP FLEX HOSE | QDCOUPLING | LEAKING | 20120227015 | QUE |
| CL600 2B16(604) | 3260 | MICROSWITCH | S2GA | NEW | 20120113008 | QUE |
| CL600 2B16(604) | 3810 | LAMP CONNECTOR | 25200301 | MELTED | 20120222005 | ONT |
| *CESSNA* | | | | | | |
| 152 | 2820 | FUEL LINES | 4003437040034 | CHAFED | 20120131013 | PAC |
| 152 | 5540 | BRACKET | 4310282 | CRACKED | 20120103023 | PAC |
| 172N | 0 | TIRE TUBE | 500X5TR67 | PUNCTURED | 20120322003 | ONT |
| 182T | 5312 | BULKHEAD | 7126154 | DENTED | 20120316006 | PNR |
| 208 | 2210 | PITCH SERVO PULLEY | | DAMAGED | 20120127012 | PNR |
| 208 | 3411 | PITOT TUBE | 26060321 | CRACKED | 20120222003 | ONT |
| 208B | 2731 | GUARD ASSEMBLY | 26600178 | NEW | 20120131003 | ATL |
| 208B | 3245 | GOODYEAR | 75085010 | TUBE BLOWN | 20120112002 | ATL |
| 208B | 3245 | TUBE | 923480 | TORN | 20120202003 | ATL |
| 208B | 7120 | RING ASSEMBLY | 265102218 | UNSERVICEABLE | 20120218001 | PNR |
| 208B | 7930 | OIL PRESSURE INDICATOR | | USED | 20120109008 | PAC |
| 310R | 7120 | I-BEAM | | CRACKED | 20120202004 | PNR |
| 421B | 3231 | BELLCRANK | 8411066 | BROKEN | 20120207001 | PAC |
| 421C | 5610 | LEFT HAND WINDSHIELD | | CRACKED | 20120117002 | ONT |
| 501 | 7310 | AIRFRAME FUEL FILTER | | CONTAMINATED | 20120109001 | ONT |
| 550 | 5753 | CONNECTING LINK ASSEMBLY | ASA352CL | MISSING PARTS | 20120105005 | ONT |
| 560 | 3201 | SCREW | AN525R18 | SHEARED | 20120207006 | PAC |
| 560 | 3234 | CONNECTOR | P160 | LOOSE | 20120222004 | PNR |
| 560 | 7830 | DRIVER LINK | 202007 | CORRODED | 20120319004 | PNR |
| 560XL | 2731 | ELEVATOR TAB PUSH ROD | 666016117 | ORIGINAL | 20120222002 | QUE |
| 560XL | 5210 | SPRING | 661322201 | ORIGINAL | 20120224004 | QUE |
| T182T | 0 | BULKHEAD | 7126156 | DENTED | 20120316003 | PNR |
| T206H | 2731 | SPROCKET | 12601131 | BROKEN | 20120113013 | ONT |
| T337 | 5753 | FLAP CONTROL ROD | 12606531 | USED | 20120215003 | PNR |
| *CONVAIR - CAN* | | | | | | |
| 340 | 5520 | FITTING ASSEMBLY | 24020109004 | CRACKED | 20120127013 | PNR |
| *DEHAVILLAND - CAN* | | | | | | |
| DHC 2 MKIII | 3246 | DRAG LINK | ABIDHC24 | CRACKED | 20120131012 | PNR |
| DHC 6 300 | 2711 | RIGHT HAND AILERON TAB PLATES | C6WA11222728 | WORN | 20120221005 | PNR |
| DHC 7 102 | 2497 | ELECTRICAL WIRES | | CHAFED | 20120216001 | ONT |
| DHC 7 102 | 2710 | CABLE ASSEMBLY | 72210066001 | FRAYED | 20120213003 | ONT |
| DHC 7 103 | 2910 | HYDRAULIC TUBE | 72980010217 | NEW | 20120116010 | ONT |
| DHC 7 103 | 3010 | DEICING BOOT | 75C0058007 | UNSERVICEABLE | 20120219001 | PNR |
| DHC 7 103 | 5430 | NOSE CONE | | CUT | 20120110005 | PNR |
| DHC 8 100 | 2710 | SPLINE SHAFT | 82740083101 | CORRODED | 20120213005 | QUE |
| DHC 8 100 | 5755 | SPOILER ACTUATOR | A44700009 | CRACKED | 20120113010 | ONT |
| DHC 8 102 | 2722 | HYDRAULIC LINE | 82960010149 | LEAKING | 20120116004 | ATL |
| DHC 8 102 | 2750 | TORQUE SENSOR | 756158 | FALSE INDICATION | 20120116011 | ATL |
| DHC 8 102 | 3010 | TUBE ASSEMBLY DE-ICE | 83010099001 | CHAFED | 20120109006 | ATL |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| DHC 8 102 | 3231 | MAIN LANDING GEAR DOOR SPRING | 83231020003 | BROKEN | 20120126013 | ATL |
| DHC 8 102 | 3232 | DOOR ACTUATOR | 82970018013 | SEIZED | 20120111002 | ATL |
| DHC 8 102 | 3234 | SELECTOR VALVE | | UNSERVICEABLE | 20120307001 | ATL |
| DHC 8 102 | 3240 | QUADRANT | 77610296101 | CRACKED | 20120113001 | QUE |
| DHC 8 102 | 3246 | OUTER WHEEL HALF | 3006192 | BROKEN | 20120216003 | ATL |
| DHC 8 102 | 5210 | DOOR | | CRACKED | 20120308002 | QUE |
| DHC 8 102 | 5310 | NOSE AREA | | BIRD STRIKE | 20120316004 | ATL |
| DHC 8 102 | 7540 | ELECTRICAL WIRE | | CHAFED | 20120316005 | ATL |
| DHC 8 301 | 3210 | ACTUATOR | 10500501 | BROKEN | 20120312025 | ATL |
| DHC 8 301 | 5610 | WINDOW | | ARCING | 20120125004 | ATL |
| DHC 8 311 | 0 | HYDRAULIC LINE | 82970010591 | WORN | 20120320002 | QUE |
| DHC 8 311 | 5755 | BEARING | MB543DDFS464 | CORRODED | 20120210004 | PAC |
| DHC 8 400 | 2100 | DUCT EMERGENCY RAM AIR | AP500211101 | RUPTURED | 20120302005 | ONT |
| DHC 8 400 | 2910 | DIRECT CIRCUIT MOTOR DRIVEN PUMP | 6618203 | BURNT | 20120306001 | ONT |
| DHC 8 400 | 2910 | HYDRAULIC POWER TRANSFER UNIT | | FAILED | 20120104006 | QUE |
| DHC 8 400 | 3210 | MAIN LANDING GEAR | | UNSAFE INDICATION | 20120104005 | QUE |
| DHC 8 400 | 3213 | OUTSTOP TUBE | 461331 | CRACKED | 20120202009 | ONT |
| DHC 8 400 | 3222 | INNER CYLINDER | 471055 | CRACKED | 20120125014 | ONT |
| DHC 8 400 | 3242 | BRAKE ASSEMBLY | 216052 | LEAKING | 20120228014 | ONT |
| DHC 8 400 | 5610 | WINDSHIELD | 80260008 | CRACKED | 20120203008 | ONT |
| DHC 8 400 | 7160 | INTAKE HEATER | 4100S02804 | BURNT | 20120206005 | ONT |
| DHC 8 402 | 3210 | HYDRAULIC LINE | 82974244001 | USED | 20120107001 | QUE |
| DHC 8 402 | 3231 | NOSE DOOR PROXIMITY SENSOR | | MALFUNCTION | 20120213004 | ONT |
| DHC 8 402 | 3246 | LOOSE/LOST NUTS | | SHEARED | 20120322007 | ONT |
| *DIAMOND - AS* | | | | | | |
| DA 40 | 3340 | LIGHTNING PROTECTION TUBE | DA451874100 | CHAFED | 20120319003 | ONT |
| *DIAMOND - CAN* | | | | | | |
| DA 20 A1 | 3245 | TUBE | 500X5TR67 | SPLIT | 20120319007 | ONT |
| DA 20 C1 | 2434 | ALTERNATOR ADJUST BRACKET | 2224120013 | BROKEN | 20120215001 | ATL |
| DA 20 C1 | 2720 | PEDAL | 2227291400 | CRACKED | 20120203006 | ATL |
| DA 20 C1 | 2820 | FUEL FEED LINE | 2228212001 | LEAKING | 20120112005 | ATL |
| DA 20 C1 | 8520 | CRANKSHAFT | 653164 | CORRODED | 20120116008 | ONT |
| *DORNIER* | | | | | | |
| 328 300 | 2720 | RUDDER CABLE | | MISGUIDED | 20120224002 | QUE |
| *EMBRAER* | | | | | | |
| EMB 500 | 2460 | CONTACTOR | SM400D17 | FAILED | 20120125002 | QUE |
| ERJ 170 200 SU | 2440 | EXTERNAL POWER MODULE | 1701337C | BURNT | 20120107003 | QUE |
| ERJ 170 200 SU | 2750 | FLAP SLAT FAIL | | FAILED | 20120105006 | QUE |
| ERJ 170 200 SU | 2780 | SKEW HARNESS | | FAILED | 20120213001 | QUE |
| ERJ 170 200 SU | 3251 | STEERING | | RESET | 20120301005 | QUE |
| ERJ 170 200 SU | 5320 | SUPPORT TIRE BRAKE | 17010810401 | CRACKED | 20120107004 | QUE |
| ERJ 170 200 SU | 5320 | TIRE SUPPORT BRAKE | 17010810401 | CRACKED | 20120107002 | QUE |
| ERJ 170 200 SU | 5797 | HARNESS | 17106001401 | CHAFED | 20120111001 | QUE |
| ERJ 190 100 IGW | 2133 | OUTFLOW VALVE | 2142501 | FAILED | 20120119005 | QUE |
| ERJ 190 100 IGW | 2750 | FLAP FAIL | | FAILED | 20120130006 | QUE |
| ERJ 190 100 IGW | 2750 | TORQUE TUBE | | DISCONNECTED | 20120221009 | QUE |
| ERJ 190 100 IGW | 2780 | SLAT FAIL | | FAILED | 20120105007 | QUE |
| ERJ 190 100 IGW | 2780 | SLAT FAIL | | FAILED | 20120221007 | QUE |
| ERJ 190 100 IGW | 2780 | SLAT SKEW SENSOR | | FAILED | 20120216002 | QUE |
| ERJ 190 100 IGW | 2780 | SLAT SKEW SENSOR | 1702286B | FAILED | 20120105008 | QUE |
| ERJ 190 100 IGW | 3140 | MODULAR AVIONIC UNIT 2 | | FAILED | 20120130007 | QUE |
| ERJ 190 100 IGW | 3210 | CROSS BOLT | PN2821A0000XX | DAMAGED | 20120312013 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| ERJ 190 100 IGW | 3610 | FAN AIR VALVE | 10070863 | FAILED | 20120312027 | QUE |
| ERJ 190 100 IGW | 5610 | WINDSHIELD | 56100241 | CRACKED | 20120125007 | QUE |
| ERJ 190 100 IGW | 5610 | WINDSHIELD | NP18730111 | CRACKED | 20120221006 | QUE |
| *EUROCOPTER DEUT* | | | | | | |
| BO105 S CDN BS 4 | 2140 | ELEMENT | TAS300A | UNSERVICEABLE | 20120305004 | ONT |
| EC 135P2PLUS | 0 | ARIS TRANSMISSION MOUNT | L633M2010109 | UNSERVICEABLE | 20120319009 | ONT |
| EC 135P2PLUS | 6330 | ARIS TRANSMISSION MOUNT | L633M2010108 | UNSERVICEABLE | 20120208002 | ONT |
| *FAIRCHILD* | | | | | | |
| SA227AC | 2100 | VALVE ACTUATOR DRIVEN | BYLB504371 | CRACKED | 20120209009 | PNR |
| SA227AC | 2750 | FLAP CONTROL HANDLE | 8497 | INTERMITTANT | 20120312018 | ONT |
| SA227CC | 3230 | HYDRAULIC LINE | 2781006003 | CRACKED | 20120125011 | ONT |
| SA227DC | 2400 | BUS TIE SWITCH | 8781K11 | BURNT | 20120312020 | ONT |
| SA227DC | 3120 | ELECTRONIC FLIGHT INSTRUMENT SYSTEM CONTROL | 6229222001 | FAILED | 20120315005 | PNR |
| *FOUND BROTHERS* | | | | | | |
| FBA 2C1 | 3244 | TIRE | 10X35044PLY | USED | 20120103016 | PAC |
| *GROB-WERKE* | | | | | | |
| G 120A | 0 | FLAP DRIVE UNIT | 120A4280 | USED | 20120322006 | PNR |
| G 120A | 2731 | TRIM SERVO | 65006113 | USED | 20120302002 | PNR |
| G 120A | 2750 | MICROSWITCH | MS252531 | GOOD | 20120131011 | PNR |
| G 120A | 2751 | MICROSWITCH | MS252531 | CRACKED | 20120203012 | PNR |
| G 120A | 5753 | FLAP DRIVE UNIT | 120A4280 | NEW | 20120118002 | PNR |
| *HAWKER SIDDELEY - UK* | | | | | | |
| HS 748 2A | 2910 | HYDRAULIC CUT OUT VALVE | AIR48920 | LEAKING | 20120301003 | ONT |
| *HUGHES* | | | | | | |
| 369D | 6210 | MAIN ROTOR BLADE | 500P2100103 | DETTACHED | 20120123005 | PAC |
| 369D | 6230 | TAIL ROTOR SWASHPLATE | 369D | WORN | 20120123006 | PAC |
| 369D | 6500 | BEARING ASSEMBLY | NPN | WORN | 20120215011 | PAC |
| *LEARJET* | | | | | | |
| 45 | 3010 | ANTI-ICE DUCT | 6630100007007 | CHAFED | 20120301011 | PAC |
| 45 | 3230 | MAIN LANDING GEAR UPLOCK | 6632303004006 | FAILED | 20120130008 | ONT |
| 45 | 5412 | SEAL FIREWALL BOOT | 316154 | DETERIORATED | 20120309002 | PNR |
| 60 | 2910 | TUBE ASSEMBLY | 6000100184 | CRACKED | 20120102001 | ONT |
| 60 | 3233 | CONICAL SPACER | 24410071 | CRACKED | 20120209006 | ATL |
| *LOCKHEED* | | | | | | |
| 382G | 5330 | FUSELAGE SKIN | | LOOSE | 30120320001 | PAC |
| *PILATUS - SW* | | | | | | |
| PC 12 45 | 2216 | YAW SERVO ACTUATOR | 65000560080 | FAILED | 20120111011 | ONT |
| PC 12 45 | 2730 | STOP | 5552012186 | MISSING | 20120110003 | ONT |
| PC 12 45 | 3260 | DOWN SWITCH | UNAVAILABLE | FAILED | 20120109009 | PNR |
| PC 12 45 | 3297 | WIRE | G21C24 | BROKEN | 20120214005 | ONT |
| PC 12 47 | 2710 | AILERON SYSTEM | | STIFF | 20120222010 | ONT |
| PC 12 47E | 2215 | SERVO | 65001900101 | DEFECTIVE | 20120215009 | ONT |
| PC 12 47E | 2400 | POWER JUNCTION BOX | 974033814 | LOOSE | 20120306008 | ONT |
| PC 12 47E | 5720 | ELBOW 45 DEGREE SPECIAL | 9462265555 | CRACKED | 20120124001 | ONT |
| *PIPER* | | | | | | |
| PA23 250 | 3246 | WHEEL HALF | | CRACKED | 20120307008 | PAC |
| PA23 250 | 3246 | WHEEL HALF | 16106900 | CRACKED | 20120307009 | PAC |
| PA28 140 | 5711 | SPAR LEFT INBOARD | 62054000 | CRACKED | 20120202006 | ONT |
| PA31 | 8011 | STARTER | | INTERMITTENT | 20120205002 | PNR |
| PA31 350 | 0 | FAN WHEEL | 751817 | BROKEN | 20120119010 | PAC |
| PA31 350 | 0 | PRESSURE SWITCH | 94E421 | INOPERATIVE | 20120116012 | PAC |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| PA31 350 | 3245 | NOSE TIRE TUBE | 923150 | HOLE IN TUBE | 20120201004 | PAC |
| PA31 350 | 3245 | NOSE WHEEL TIRE TUBE | XA1AD | SPLIT | 20120206007 | PAC |
| PA31 350 | 3245 | NOSE WHEEL TIRE TUBE | 923150 | TORN | 20120131008 | PAC |
| PA31 350 | 7600 | THROTTLE CABLE | 24894002 | BROKEN | 20120120008 | PAC |
| PA44 180 | 3211 | TRUNNION | 6704015 | LOOSE | 20120123009 | PNR |
| *RAYTHEON* | | | | | | |
| HAWKER 900XP | 2916 | COUPLING (Y TUBE) | ACM22372 | USED | 20120127003 | PNR |
| *ROBINSON* | | | | | | |
| R44 | 2435 | STARTER | 14912HTH | CRACKED | 20120104002 | PNR |
| R44 | 7322 | CABLE | C5227 | BROKEN | 20120120003 | PNR |
| R44 II | 2410 | ALTERNATOR | D7481ALU85219 | WORN | 20120224008 | PNR |
| R44 II | 2410 | ALTERNATOR | D7481ALU85219 | WORN | 20120224009 | PNR |
| R44 II | 2435 | STARTER | 14924HTH | LOOSE | 20120104003 | PNR |
| R44 II | 2822 | FUEL PUMP | LW15473 | LEAKING | 20120204003 | PNR |
| R44 II | 6730 | SERVO | D2121 | LEAKING | 20120229004 | PNR |
| R44 II | 7414 | MAGNETO | 10600646201 | FAILED | 20120204002 | PNR |
| R44 II | 8100 | MANIFOLD | D7301 | CRACKED | 20120206004 | PNR |
| *ROCKWELL COLLINS* | | | | | | |
| 114 | 5711 | SPAR | | CRACKED | 20120228018 | QUE |
| 690A | 2435 | MOUNTING ADAPTER KIT | 23065504 | CRACKED | 20120127011 | PNR |
| *SHORT & HARLAND* | | | | | | |
| SD3 60 | 2750 | FLAP CONTROL CABLE | SD3452606XA | FRAYED | 20120312022 | PAC |
| *SIKORSKY* | | | | | | |
| S76A | 7421 | IGNITION EXCITER | 9550176020 | FAILED | 20120312021 | PAC |
| S76C | 3397 | CLIPE BOARD | | SHORT | 20120309006 | PAC |
| S92A | 0 | BEARING | SB1149101 | WORN | 20120319008 | ATL |
| S92A | 0 | PINION | 9235115171041 | UNSERVICEABLE | 20120316002 | PAC |
| S92A | 2297 | YAW PEDAL SWITCH | BZ2RDSA2S | BROKEN | 20120228020 | ATL |
| S92A | 2612 | FLAME DETECTOR | 9231004802105 | WORN | 20120227007 | ATL |
| S92A | 2917 | DIFFRENTIAL PRESSURE SWITCH | 9265004801102 | LEAKING | 20120228017 | ATL |
| S92A | 3160 | DISPLAY CONTROL PANEL | 9260001801107 | FAILED | 20120220006 | ATL |
| S92A | 6310 | BEARING | SB1074101 | UNSERVICEABLE | 20120228019 | PAC |
| S92A | 6310 | BEARING | SB1074101 | UNSERVICEABLE | 20120228021 | PAC |
| S92A | 6520 | GEARBOX | 9235706300 | DISCOLOURED | 20120220003 | ATL |
| S92A | 7931 | ENGINE | CT78 | HIGH PRESSURE | 20120220007 | ATL |
| *SWEARINGEN* | | | | | | |
| SA226TC | 5741 | ATTACH FITTING | 2722121 | CRACKED | 20120223005 | PNR |
| SA226TC | 5741 | WING ATTACH FITTING | 2722123 | CRACKED | 20120223004 | PNR |
| *VANS* | | | | | | |
| RV6A | 5320 | STEP | | CRACKED | 20120104011 | ONT |
| *VIKING CANADA* | | | | | | |
| DHC 6 400 | 1000 | PULLEY | FL3C62 | NEW | 20120111010 | PAC |
| DHC 6 400 | 3412 | OUTSIDE AIR TEMPERATURE PROBE | 12901220001 | NEW | 20120130014 | PAC |
| **ENGINE** | | | | | | |
| *ALLISON* | | | | | | |
| 250-C20 | 7210 | REDUCTION GEARBOX | 3024780 | UNSERVICEABLE | 20120105004 | ONT |
| 250-C20 | 7321 | FUEL CONTROL UNIT | 23070606 | FAILED | 20120104010 | PAC |
| 250-C47B | 7210 | #5 BEARING | 6871505 | FAILED | 20120123007 | PAC |
| 250-C47B | 7230 | SCROLL ASSEMBLY | 23065593 | CRACKED | 20120229008 | PAC |
| 250-C47B | 7250 | TURBINE ASSEMBLY | 23063354 | MISSING | 20120322009 | PAC |
| *AVCO LYCOMING* | | | | | | |
| IO-360-B1B | 8520 | TAPPET BODY | 72877 | BROKEN | 20120313002 | PNR |
| IO-540-AB1A5 | 8530 | CYLINDER | LW13870 | SEIZED | 20120306009 | PNR |
| LTIO-540-J2BD | 7414 | CAP/HARNESS ASSEMBLY | M2918 | FRACTURED | 20120223011 | PAC |
| LTIO-540-J2BD | 7933 | VALVE ASSEMBLY TEMPERATURE | AEL19600 | BROKEN | 20120224003 | PNR |
| LTIO-540-J2BD | 8510 | ENGINE CASE | | UNSERVICEABLE | 20120210006 | PNR |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| LTO-360-E1A6D | 8530 | RINGS | | BROKEN | 20120223001 | PAC |
| LTS-101-700D-2 | 2913 | HYDRAULIC PUMP | 704A34310006 | UNSERVICEABLE | 20120322001 | PAC |
| LTS-101-700D-2 | 8300 | BOLT/GEAR POWERTRAIN | 408111906 | SHEARED | 20120125019 | PNR |
| O-235-L2C | 8520 | CARBURATOR | 105267 | STICKING | 20120120004 | PAC |
| O-235-L2CM | 8520 | CRANKCASE | LW13282 | CRACKED | 20120106002 | PNR |
| O-320-E2D | 2434 | ALTERNATOR BRACKET | 76906 | BROKEN | 20120215004 | QUE |
| O-360-A4M | 7414 | MAGNETO | 4370MODF | UNSERVICEABLE | 20120228015 | PNR |
| TIO-540-A2B | 8120 | WASTE GATE ASSEMBLY | LW1277B | BROKEN | 20120306004 | ONT |
| TIO-540-A2C | 7414 | DISTRIBUTOR BLOCK | 10391586 | NEW | 20120209002 | QUE |
| TIO-540-A2C | 7414 | DISTRIBUTOR BLOCK | 10391586 | NEW | 20120209005 | QUE |
| TIO-540-A2C | 7414 | MAGNETO | 1034929001 | NEW | 20120209003 | QUE |
| TIO-540-AJ1A | 7800 | COUPLING | S19211 | BROKEN | 20120227005 | PNR |
| *CFM INTERNATIONAL* | | | | | | |
| CFM56-5A5 | 2435 | STARTER VALVE | 32915562 | DAMAGED | 20120125009 | QUE |
| CFM56-7B27/3 | 2821 | SWITCH FUEL DELTA PRESSURE | QA07995 | NORMAL | 20120201001 | PNR |
| *GARRETT* | | | | | | |
| TPE331-11U | 7230 | COMBUSTION CASE | 310668 | FRACTURED | 20120109012 | ONT |
| TPE331-11U | 7712 | TORQUE RING BRIDGE | 31071001 | FAILED | 20120125012 | ONT |
| TPE331-12UHR | 7250 | TURBINE NUT | 31080661 | NEW | 20120201003 | ONT |
| *GENERAL ELECTRIC* | | | | | | |
| CF34-10E5A1 | 7200 | CENTER VENT TUBE | 3413201501 | DISTORTED | 20120104012 | PNR |
| CF34-3A | 7830 | ACTUATOR - BALLSCREW | 32725702 | BROKEN | 20120207005 | QUE |
| CF34-3A1 | 7200 | ENGINE | | VIBRATION | 20120118007 | QUE |
| CF34-3B | 7110 | THRUST REVERSER TRANSLATING COW | | FELL OFF | 20120214004 | QUE |
| CF34-3B1 | 7530 | ENGINE | CF343B1 | FAILED | 20120118003 | QUE |
| CF34-8C5 | 7230 | COMPRESSOR | | STALLED | 20120126006 | QUE |
| CF34-8C5 | 7532 | OPERATIONAL BLEED VALVE | 32915522 | FAILED | 20120118004 | QUE |
| CF6-80C2B6F | 7697 | ENGINE | CF680 | SHUT DOWN | 20120124005 | QUE |
| *HONEYWELL* | | | | | | |
| AS907-1-1A | 7110 | OUTER FAN DUCT PANEL | | LOOSE | 20120223003 | ONT |
| TFE731-20BR-1B | 7314 | ENGINE DRIVEN FUEL PUMP | 30607604 | NEW | 20120213002 | PAC |
| TFE731-50R | 8300 | ACCESSORY GEAR BOX CASE | PN30608081 | USED | 20120125013 | PNR |
| *PRATT & WHITNEY - CAN* | | | | | | |
| JT15D-4 | 7250 | HIGH PRESSURE TURBINE | | FAILED | 20120124002 | ATL |
| PT6-65B | 7250 | COMPRESSOR TURBINE BLADE TIPS | | DAMAGED | 20120202002 | ATL |
| PT6A-21 | 7230 | BEARING | | FAILED | 20120118001 | ATL |
| PT6A-34 | 7230 | COMPRESSOR TURBINE BLADE | | FAILED | 20120125015 | PAC |
| PT6A-42A | 7210 | REDUCTION GEAR BOX | | LEAKING | 20120124007 | ATL |
| PT6A-64 | 7300 | FUEL CONTROL UNIT | | FAILED | 20120129001 | QUE |
| PT6A-67B | 7920 | OIL LINE ASSEMBLY | 5771112107 | LOOSE | 20120119011 | ONT |
| PW123E | 2840 | DIFFERENTIAL PRESSURE SWITCH | 5905588 | UNSERVICEABLE | 20120313001 | PNR |
| PW123E | 7712 | TORQUE SIGNAL CONDITION UNIT | 3014403 | FAILED | 20120119003 | ONT |
| PW150A | 7931 | OIL PRESSURE TRANSDUCER | | MALFUNCTION | 20120202010 | ONT |
| PW615F-A | 7930 | OIL PRESSURE TRANSDUCER | APTE304A250G | NEW | 20120228011 | PNR |
| *PRATT & WHITNEY - USA* | | | | | | |
| JT8D-15A | 7510 | DUCT | 8078831 | CRACKED | 20120112007 | ONT |
| JT8D-17 | 7250 | TURBINE | | DAMAGED | 20120127010 | PNR |
| JT9D-7J | 7321 | CONDITION ACTUATOR | 60B962005 | BROKEN | 20120126002 | QUE |
| PW4060 | 7250 | HIGH PRESSURE TURBINE STAGE 2 BLADE | | FRACTURED | 20120120002 | QUE |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| PW4060 | 7722 | ENGINE | PW4060 | SURGE | 20120125001 | QUE |
| *ROLLS ROYCE - UK* | | | | | | |
| TAY 610-8 | 7230 | HIGH PRESSURE COMPRESSOR STAGE 10 | JR18750 | CRACKED | 20120221008 | QUE |
| *TELEDYNE CONTINENTAL* | | | | | | |
| IO-520-D | 7120 | ENGINE MOUNT LEG | 539518 | BROKEN | 20120117004 | PNR |
| IO-550-D | 8530 | CYLINDER THRU STUD NUT | 652541 | UNSERVICEABLE | 20120103015 | ONT |
| O-470-K | 7322 | CARBURATOR | 104893 | UNSERVICEABLE | 20120301014 | PNR |
| O-470-U | 8530 | CYLINDER KIT | 655468A8 | NEW | 20120227014 | PNR |
| TSIO-520-C | 8530 | EXHAUST VALVE | 637781 | STUCK | 20120215002 | PNR |
| *TURBOMECA* | | | | | | |
| ARRIEL 1B | 7321 | FUEL CONTROL UNIT | 164540120 | OVERHAULED | 20120217008 | QUE |
| **PROPELLER** | | | | | | |
| *HAMILTON STANDARD* | | | | | | |
| 14SF-7 | 6110 | BLADE | SFA13M1R0AD | FRACTURED | 20120223002 | ATL |
| 14SF-7 | 6111 | OUTER RACE | 7823011 | DETERIORATED | 20120302003 | ATL |
| *HARTZELL* | | | | | | |
| HC-B3TN-3AF | 6111 | PROPELLER BLADE | | POSSIBLE CRACK | 20120321008 | PNR |
| HC-B4MP-3C | 6122 | PROPELLER GOVERNOR | 8210310B | OVERHAULED | 20120206003 | PNR |
| *MCCAULEY* | | | | | | |
| 1A103/TCM6758 | 6100 | STEEL PLATE | B7287 | DAMAGED | 20120307003 | ONT |
| 3GFR34C703 | 0 | WIRE HARNESS | B40531 | BURNT | 20120113014 | ATL |
| 4HFR34C652 | 6111 | BLADE | CFRL250103 | ERODED | 20120215010 | ONT |
| 4HFR34C652 | 6114 | HUB | A163356 | UNSERVICEABLE | 20120302006 | PAC |
| **EQUIPMENT** | | | | | | |
| *AEROQUIP* | | | | | | |
| AE2463509G01 | 3230 | MAIN GEAR RETRACT LINE | 1013880167 | DAMAGED | 20120130010 | ONT |
| *AIR TRACTOR* | | | | | | |
| MODEL850 | 3800 | CONTROL BOX | 850504001001 | REPAIRED | 20120227016 | PAC |
| *ARTEX* | | | | | | |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20120307005 | PNR |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20120307006 | PNR |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20120315004 | PNR |
| 4535002 | 2562 | G SWITCH | | UNSERVICEABLE | 20120316008 | PNR |
| 4536603 | 2562 | G SWITCH | 4526506 | FAILURE | 20120106006 | PAC |
| *BELL TEXTRON - CAN* | | | | | | |
| 222040003111 | 6330 | TOP CASE | 222040061105 | SERVICEABLE | 20120314009 | PAC |
| *BELL TEXTRON - USA* | | | | | | |
| 205030220 | 5101 | DOOR TRACK | 205030220010 | NEW | 20120308004 | PAC |
| 206 | 5330 | SIDE SKIN | 206033003105S | NEW | 20120308005 | PAC |
| 206033412 | 5120 | BEARING HANGER | 2060334120015 | NEW | 20120316009 | PAC |
| *BOEING* | | | | | | |
| 6573761110 | 3213 | INNER CYLINDER | 65611620 | OVERHAULED | 20120320004 | ONT |
| *BOMBARDIER* | | | | | | |
| 10053600010 | 4900 | AUXILIARY POWER UNIT | | NON-SEALANT | 20120227003 | QUE |
| DHC8102 | 5755 | SPOILER ACTUATOR | A44700009 | CRACKED | 20120229006 | PNR |
| *CHAMPION* | | | | | | |
| 123929 | 8520 | MANIFOLD PRESSURE LINE | 123929 | CRACKED | 20120221011 | PAC |
| *DEHAVILLAND - CAN* | | | | | | |
| 02T0115300 | 5210 | BEARING BLOCK LOWER | 02T10325 | CRACKED | 20120208001 | PAC |
| C3US200 | 3246 | BUMPER | C3U20711 | DISINTEGRATED | 20120208004 | ONT |
| *EUROCOPTER DEUT* | | | | | | |
| BK117B2 | 7321 | ACTUATOR LINEAR | 1564T1009 | REPAIRED | 20120131010 | PNR |

| Make/Model | Jasc | Part Name | Part Number | Part Condition | SDR No. | RGN |
|---|---|---|---|---|---|---|
| *HAMILTON SUNDSTRAND* | | | | | | |
| 770705C | 2450 | SOLID STATE POWER CONTROLLERS | 772707A | BURNT | 20120111006 | QUE |
| *HELI-LYNX* | | | | | | |
| ADCFILTER | 7261 | ADC CHIP PLUG | 2031 | DAMAGED | 20120227017 | PNR |
| *HONEYWELL* | | | | | | |
| 383650 | 8011 | FLANGE | 353745 | INSPECTED | 20120209008 | PAC |
| TFE73140AR | 2435 | STARTER GENERATOR | 230650181 | OVERHEATED | 20120221010 | ONT |
| *MECHANICAL PRODUCTS* | | | | | | |
| 6111 | 5347 | SAFETY WIRE | | SNAGGED | 20120221001 | ATL |
| *PRATT & WHITNEY - CAN* | | | | | | |
| PT6A67B | 2435 | STARTER GENERATOR | 23085024 | OVERHAULED | 20120130009 | PNR |
| *TELEDYNE BENDIX* | | | | | | |
| 106006169 | 7414 | BEARING | 1081806 | WORN | 20120126014 | PAC |
| 10600646201 | 7414 | DISTRIBUTOR BLOCK | 10357426 | LOOSE | 20120111004 | PAC |
| 10600646201 | 7414 | DISTRIBUTOR GEAR | ES10357586 | LOOSE | 20120111005 | PAC |
| *WOODWARD* | | | | | | |
| 7665009805 | 6114 | PISTON | 41012001 | WORN | 20120201005 | PAC |
| **UNAPPROVED PART** | | | | | | |
| *HONEYWELL* | | | | | | |
| 383650 | 2000 | FLANGE | 353745 | INSPECTED | 20120209008 | PAC |

## Headquarters

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